

American **Motorcycling**

JANUARY, 1955
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Russell Einwalter shows skill in Ancell Ranch Run (See page 10)

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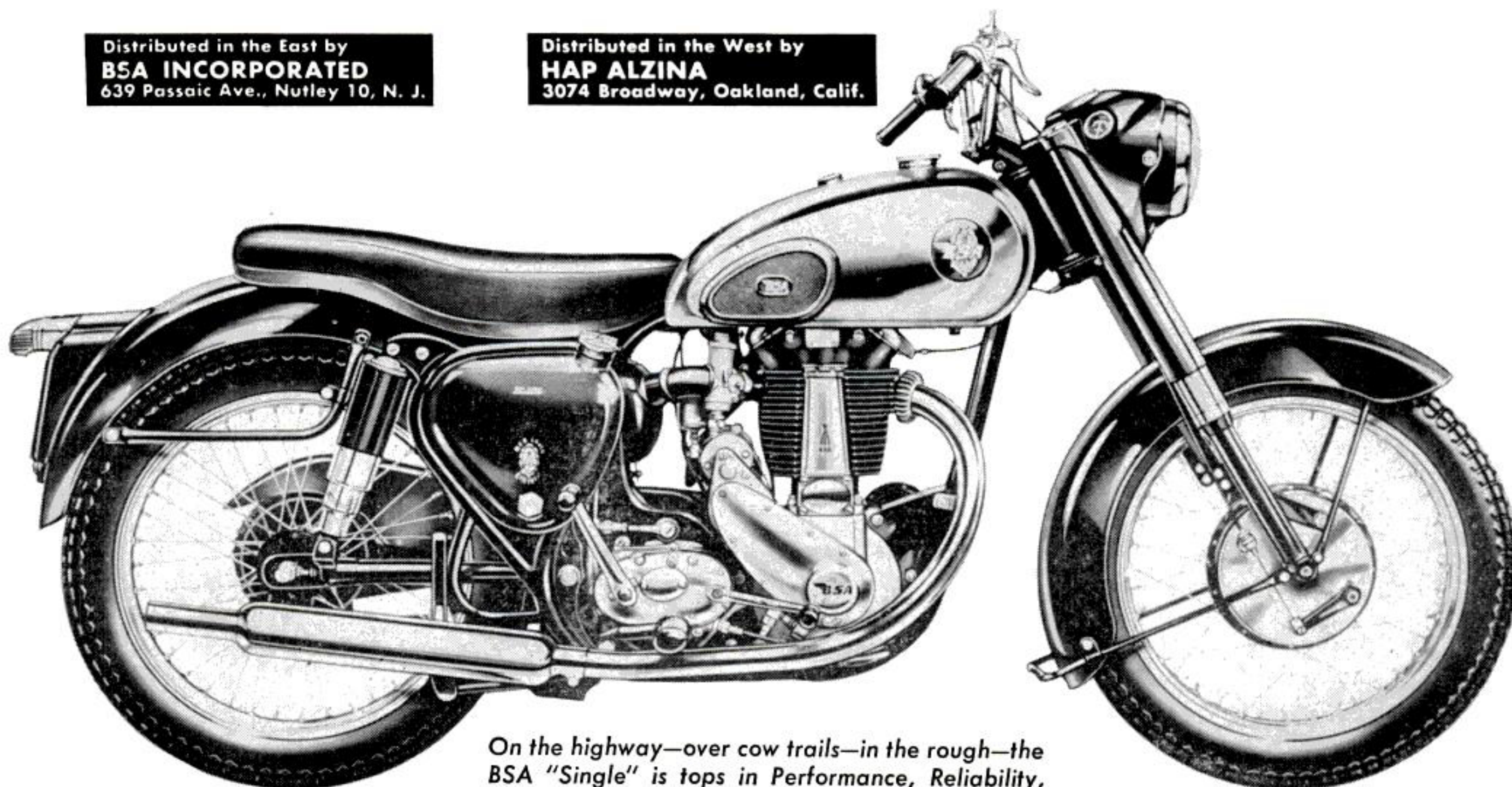


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Editorially

Speaking . . .

Did you notice the new cover design? You like it! Fine, we do too. Our new masthead, being of simple design, will be easily recognized — so look for it every month.

With January we are launching another year of activities which we feel will be outstanding and will create an even greater interest in our great sport.

As a starter you will find listed in the Sanction Schedule the National Championships that have been set up so far. By following this section you will be able to plan in advance your trips to the many events. The Pit Stops, which now have more listings than ever before, will be a handy guide to carry on these trips. This section gives immediate reference to most dealers throughout the country.

Of special interest to all will be the minutes of the Competition Committee. The changes involved have been given a great deal of consideration and are now part of the rules set up by the committee in their continual efforts to better the sport of motorcycling, as well as make it safer.

AMA records, new and old, in all classes are listed. Some of these were set just last year. How many of you record breakers will change the tally this year? It will be interesting to follow.

Throughout the active season we bring you reports of all nationals and as much club and general news as space permits. So, with a let up in events we are giving you something different. Not a club affair, nor a competitive event but just a motorcycle story. A tale, as told by Cliff Boswell, about two riders who enjoy riding, traveling and camping and of course, always on motorcycles. If you like this type of break, let us know, we'll plan more for future issues.

Speaking of future issues — don't fail to get your copies. Many things have been planned. The 1954 winning dealers will appear but the contest will continue on through '55 bigger and better than ever. The annual cycle safety check will be announced, scheduled gypsy tours will appear, the monthly point standing of all expert competition riders who will vie for the Grand National Champion trophy, are only a few of the items.

So with 1955 ahead let us set forth to make this the safest, sanest and greatest year in the sport of motorcycling.

Official Publication AMERICAN MOTORCYCLE ASSOCIATION

American Motorcycling

"The Greatest Sport In The World"

VOLUME IX

JANUARY 1955

NUMBER 1

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THE RIDERS WRITE

Letters

Keep letters short. Photos should be glossy and clear. No negatives. Address: Letters Editor, 106 Buttrick Avenue, Columbus 8, O.

New All Girls Club Aids Community During Hurricane Carol Destruction

... Hi riders and readers. We are a new cycle club and want you all to know of us. We formed and had our first meeting on March 30th last. Before you read further let me state—this club is for girls only and we call ourselves "Cyclettes." Since we named the club we have heard that there are other girls clubs called Cyclettes too—and we thought we were being original—oh well—

We have in our group some motor maids, namely—Mrs. Roberta Briggs; Mrs. Jessie Lapierre, Miss Lora Clemence, Mrs. Betty Chetwood, and Mrs. Barbara Williams.

Officers of the Cyclettes are as follows:—Mrs. Marion Razee, President; Mrs. Martha Lundberg, Vice President; Mrs. Roberta Briggs, Treasurer; Mrs. Barbara Williams, Secretary.

There has been a lot of activity and here's hoping the life of our club will be long and active and successful.

We have had a dog roast, swim party, mystery ride, welcome home party for newly weds Joyce and Perry Norstad, a Halloween party, food sale, baby shower, a 96-mile road run with chowder party following, and have plans for a Christmas party, bazaar, minstrel show, a Valentines Day Party and a banquet in the near future.

I'd like to pat our backs now and tell you that we helped the local police department all night recently when Hurricane Carol ravaged and rampaged through Rhode Island and have donated to the Red Feather Drive.

The road run was a success and we wish here to thank all the participating riders for coming down and hope they will all come back to our future cycling events.

We wish we had been long enough and big enough to have had six trophies instead of three.

Well we are happy to have had you with us, even if only through this wonderful

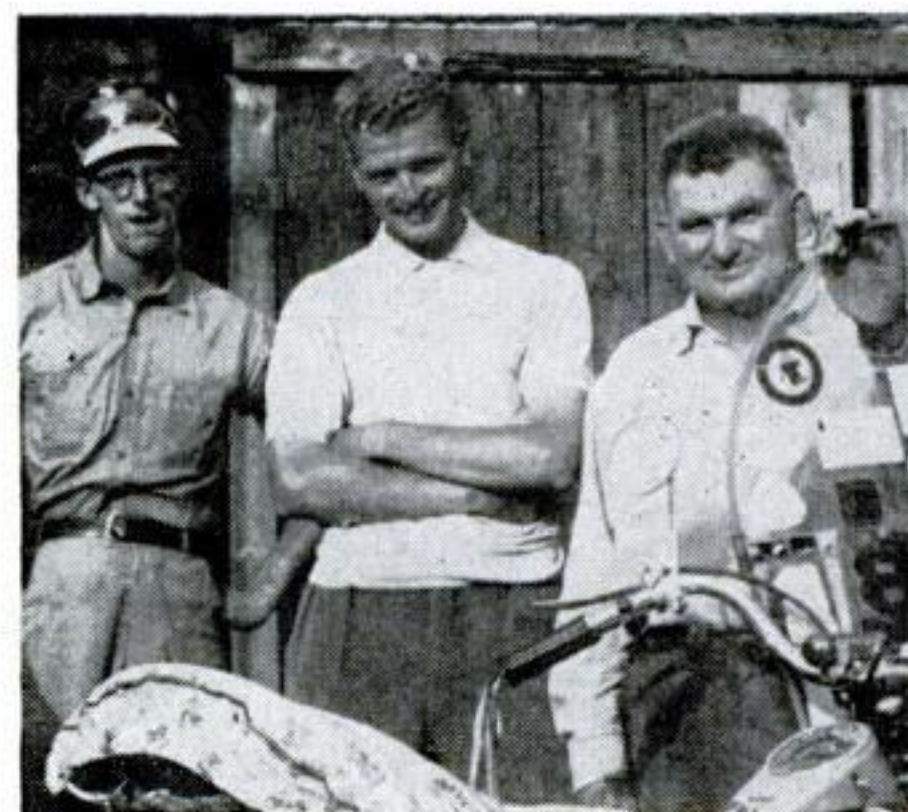
magazine. Incidentally, any Tuesday evening, if you're up our way, we'd like to have visitors or any of you interested in joining our ranks.

Barbara M. Williams
East Greenwich, R. I.

Got Acquainted Through American Motorcycling

... I am enclosing some pictures of a couple of my friends. One is from Corning a short distance from where we live. The other is a Pen Pal from England who is at present living in Canada. I got acquainted with him through your magazine. I am also enclosing check for renewal of my magazine. I wish all the readers of the magazine a Merry Christmas.

Harold Bland
Corning, N. Y.
(Continued on Page 4)



After corresponding over a long period of time, "Pen Pals" finally meet. LeRoy Borden (left) and Harold Bland (right) both of Corning, N. Y., were happy to see in person Ernest Shearn of England who is now living in Toronto. How did they get together? By motorcycle, of course.

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LETTERS from page 3

Best Of Luck Goes With Number One

... Just a line to salute the first "Grand National Champion."

Being as my efforts were not enough to keep the "No. 1" plate, I don't believe it could have gone to a finer fellow and "Sportsman."

If the new riders coming up will follow in your footsteps and be as good a sport "Win or Lose," motorcycle racing is sure to hit the top of the list.

Hope the coming season will see "No. 1" out in front. Best of Luck.

Bill Tuman

"No. 51"

Owned A Couple Junkers

... Our address has been changed so please send your magazine to my new address. I enjoy your magazine very much, but wish you would road test all the bikes and put the results and comments in American Motorcycling. Then all your subscribers could compare the machines and see which is the best. Keep up the good work. I'm 18 years old and have owned 13 machines including a 1946 Whizzer Motor Bike, 29 Harley-Davidson 45, 31 Harley-Davidson 74, 42 Harley-Davidson 74, 33 Harley-Davidson 74, 48 Indian 74 Chief, 48 Triumph Tiger 100, 40 Harley-Davidson 80, 41 Harley-Davidson 74 OHV, 50 James, and a 51 Velocette M.A.C. and a couple of junkers. I'm planning on getting a new Harley-Davidson KHK next summer.

John Adamosky

Windsor, N. Y.

They Ask For It

... In the past few months I have received several letters from motorcycle riders both male and female, asking me to send in a photo of myself so everyone would have a chance to see what I looked like.

Well folks you asked for it so here I am, it will be good for farmers, hang it on a post in the corn field and I promise you no crows or mice will harm your crop.

Eddie Crawford

Paris, Ky.



Eddie Crawford



the BELVIEW

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Pictured with Officer Barnaby are members of the Everett, Mass., Civil Defense Motorcycle Courier Corps. This group is doing a great deal in building good will and public relations.

Massachusetts Police Officer Works With Motorcyclists In Building Public Good-Will

... Early this summer the writer was called upon to present the 1953 AMA Safety Award Banner to the Bay State Riders MC of Maldon, Mass., and as a result of that meeting I enrolled this club 100% in our local Civil Defense as Motorcycle Couriers. They have been doing an excellent job and I have received many favorable comments on their work.

I am enclosing a picture of this group, taken in September of this year, and I feel this group is going to do much in the making of good will between the Public and motorcyclists.

At the present time we are practicing a drill team so that we may be able to take part in more of the local Civic Affairs in the years ahead. The group has also made several road runs for the C. D. and here again we have enlarged plans for the coming year.

No doubt you people know what an uphill grind we here in the East have in the matter of Public good-will for the motorcyclist.

Arthur F. Barnaby
Chief Motorcycle Officer
Everett, Mass.

Peoria MC Receive Thanks For Community Help

... On behalf of the United Appeal Parade Committee as well as the Community Chest and Red Cross we want to say thanks for the splendid cooperation you and your organization gave us Monday evening.

From the comments we heard, the parade was the biggest and finest of its kind ever staged in Peoria. You helped to make it the success it was. Please extend our appreciation to all your members who cooperated so generously.

Don Bush and Warren Reynolds,
Co-Chairmen
Peoria, Illinois

They Are Going To Keep Their Name On The List

... We members of the Salem County MC wish to thank you very much for publishing the write up on our two field meets

for the benefit of the Alloway Township Teen Club and also for including us in the champion club list at which we were both pleased and surprised.

We are going to try hard to keep our name on this list by offering our services to our community.

Salem County MC
Elmer, N. J.
(Continued on Page 7)

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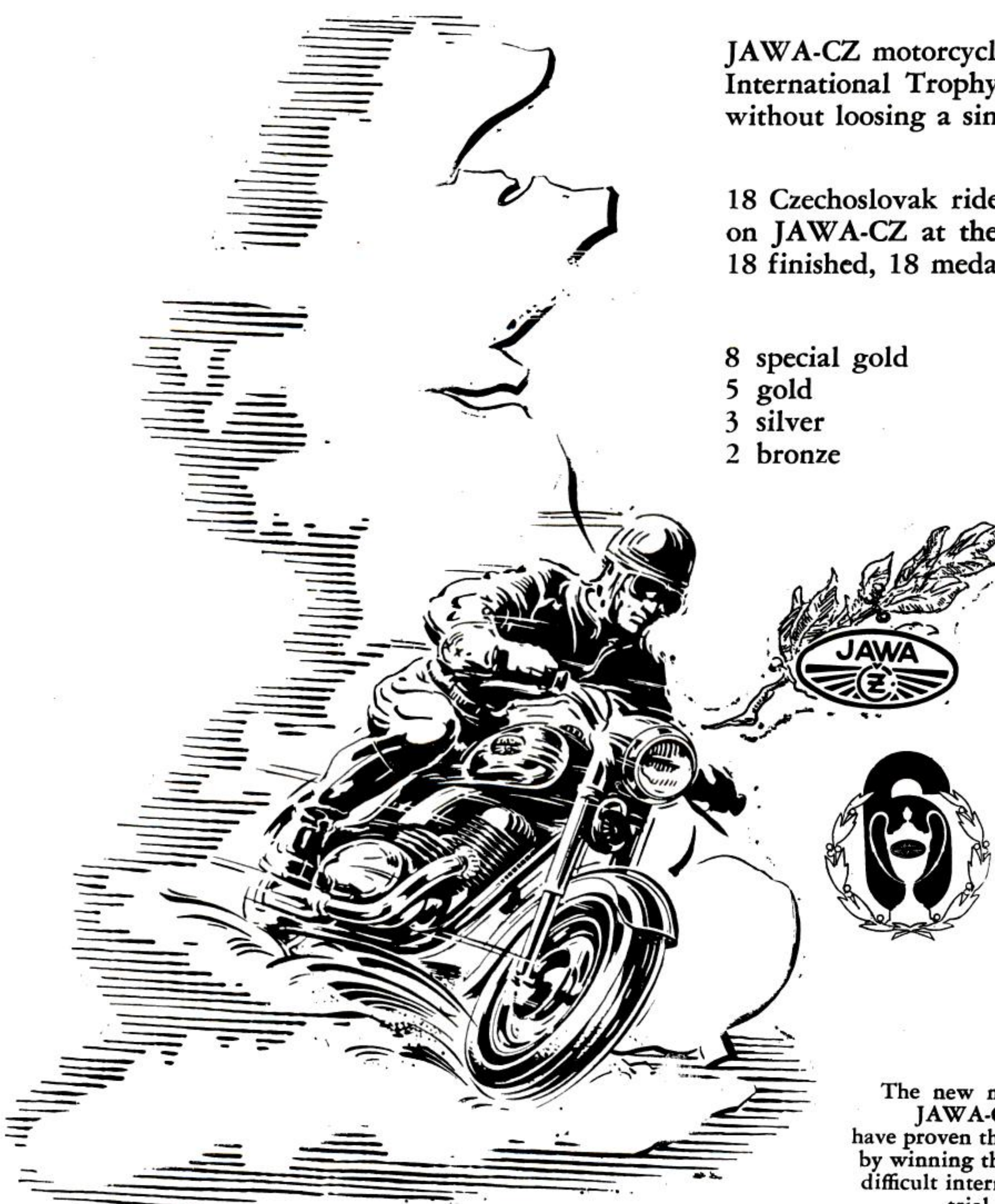
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Thoughts Of A True Enthusiast

... Here is a little poem I wrote not long ago. I am 17 years old. I thought maybe you would enjoy reading it.

MOTORCYCLE TIME

About this time of year,
A motorcycle to my heart is near,
It speaks of joy and fun supreme,
The answer to almost every dream—
I hold for Spring—
It makes me feel free as a bird on wing.

As now I sit and plan,
I know some day I can—
Have one of my own;
Blue or red, maybe even two-tone,
But the latter, I think, would be for me
Because I like red, you see.

I think of all the days gone by
When we would ride, you and I,
We traveled almost everywhere
And the wind would blow my hair.
We never stopped to look around,
But quickly hurried out of town.

But memories of fun remain
And someday they can be the same;
Because I plan to get a Harley-Davidson
yet.

So when you hear a roaring sound,
It will be me riding out of town.

Carolyn Robichaud
Portland, Maine

Even The Smallest Is Important

... The club and I want you to know how much we appreciate the time and effort you gave to printing and publishing the letter and picture of me in AMERICAN MOTORCYCLING.

Although we are few in number it makes us feel that we are still important to the great sport of motorcycling.

We have hopes of increasing our membership this coming year and with more of our members buying motorcycles.

Again I want to thank you for the kind attention you gave me.

Herman S. Boles
Raleigh, N. C.

They Did A Grand Job

... I'm sure you enjoy hearing about the wonderful deeds our clubs perform, so therefore I'm bubbling over with good news about that Anderson, Indiana, Motorcycle Club.

During our Indiana State Championship TT Race meet, this season, we were very honored to be assisted on race day by the members of this club. They are certainly a wonderful and cooperative group of motorcycle friends, such as you never forget. It was certainly a great joy to work with each and everyone of them. My heartfelt thanks to each of them, including the 12 year old daughters of Mr. and Mrs. Ray Phillips, and Mr. and Mrs. Cedric Stevenson, who also assisted in our concession stands; also to our own club members, and our three sons Jerry, Billy and Stephen, who also assisted.

I'm sure a race meet just couldn't be anything but a great success, with such a wonderful group cooperating in every way. The best of luck to the Anderson Motor-

cycle Club and Mr. Ray Phillips, who does a wonderful job as referee and starter.

Mrs. J. B. Jones
Marion, Indiana



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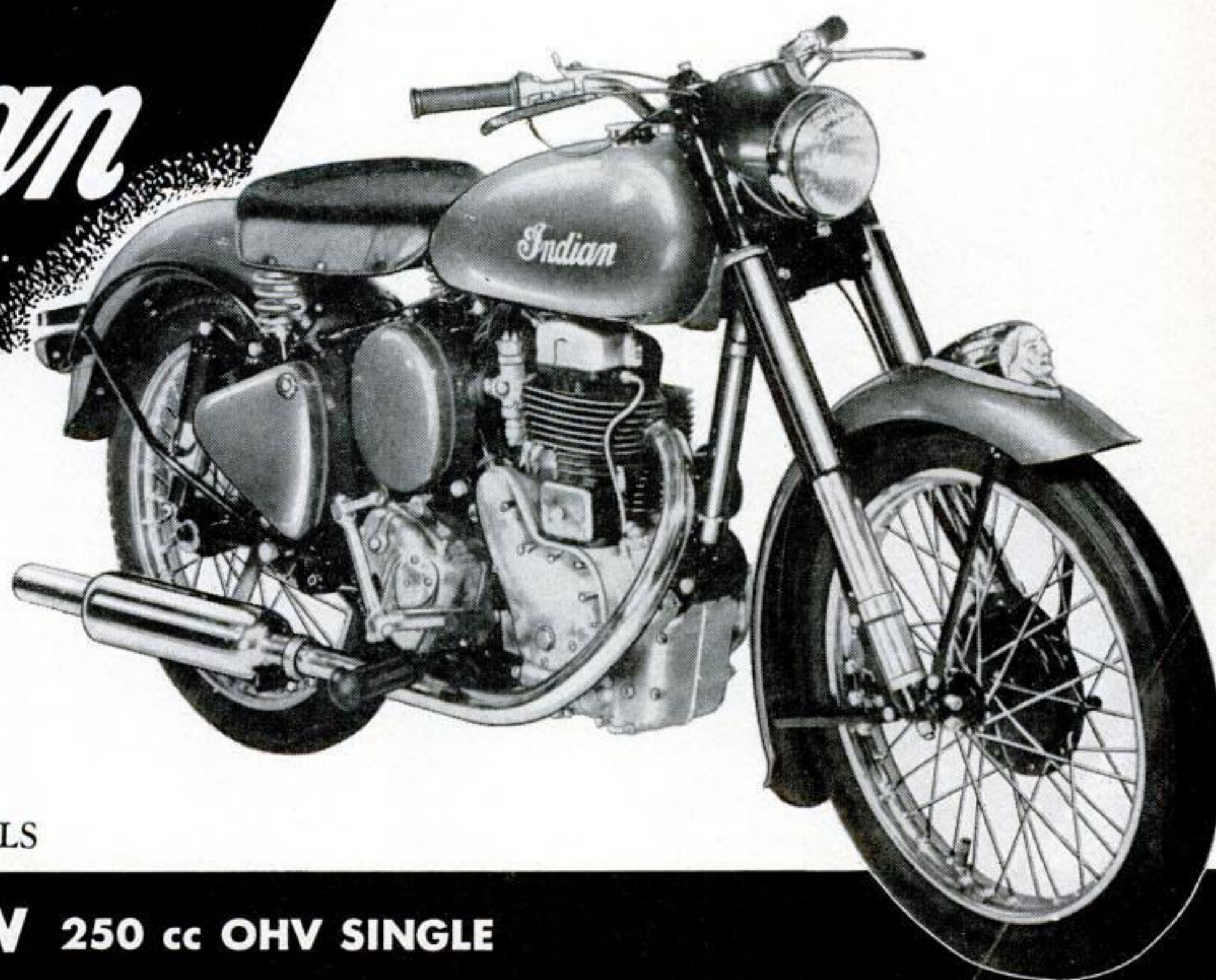


Indian **TOMAHAWK**

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materials at an astonishing
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gear box . . . overhead valves.



STILL OPEN — WRITE FOR DETAILS

Indian **FIRE ARROW** 250 cc OHV SINGLE

8th Annual Ancell Ranch Run

by Frank H. Harrison

ONCE AGAIN the Ancell Ranch echoed with the sound of motorcycles throughout its 30,000 acres and 40-mile course of hills, creeks and gullies. Everything from the high-pitched sound of two-strokes to the low drone of the big 80 cubic inchers as 123 skillful riders snaked their way through the miles and miles of gullies, cowpaths and numerous hills.

The Ranch Run started from J. B. Herrell's Motorcycle Service Co. in Wichita Falls, Texas promptly at 7 a.m. Four riders were started every minute. From there they followed the highway for 30 miles west to the Ancell Ranch. After relieving themselves of the heavy jackets and ear muffs which were necessary for the chilly early morning trip to the ranch, they ducked under the fence at the Southern end of the Ranch and the fun began. First they were faced with several miles of elbow width gullies to negotiate with many places where a bulldozer would have come in mighty handy; then an impossible looking 200 foot hill which was made with ease by the more powerful machines, but the 2-stroke riders had to practically carry their bikes over for lack of traction; immediately after this another more challenging incline with grooves in it that looked more like the grand canyon the nearer one approached the top; very few machines got over this one without help but once on top a very welcome jug of water was waiting. Then endless miles of cowpaths through the mesquite and cactus, rocky down-hill slides, and more gullies. About half way through the course, the rider could glimpse a small peaked hill covered with spectators which indicated that this really must be "it." However, at the bottom of this hill it didn't look too bad if he didn't slide out of the groove or go up it too fast and loop. There was many a rider that succumbed to these mistakes, however, and many a motorcycle landed on top of the hill upside down. From here the worst was yet to come, as the winding path led directly to the dreaded river crossing of previous years; however, much to the surprise of everyone, no river crossing was made.

The path did follow the river bank, however, with many miles of dry sand beds covered with briars, vines, chapparral, and mesquite thickets. At this point many a rider would have pulled out of the run IF he could have found his way out of the thicket, but this seemed to be a spot that civilization had completely forgotten, even the cow trails or an occasional face of a friendly cow were not to be found. Another hour of this and the final ranch house check popped into sight with the welcome aroma of coffee, barbeque, beans and potatoes with "Pap" Ancell seeing to it that the cook Jim Andrus gave each rider his monies worth. Many a tall tale was spun during the next hour while the judges were tallying up the winning times.

The winning time was chosen by Mr. E. C. Smith. Since it was impossible for him to attend the run, he sent the "secret time" in a well sealed envelope which was not opened until after the finish deadline of 3 o'clock. This year's winning time was 2:51 o'clock. The winner was Tommy Spangler, 18-year-old Dallas youth, riding a BSA; second place trophy went to Lloyd Ruby, well known automobile racing driver, from Wichita Falls riding a Harley Davidson KH. Ruby also walked away with the trophy for closest Wichita County man to the winning time. The winner of the women's division was Jane Cooper of Stillwater, Oklahoma riding an Indian Scout. Second place in the women's division was Sue Stubblefield of Texarkana, riding an AJS, both of the girls followed the complete course, the same as the men followed.

At 3:30 the 70 riders who completed the morning's run met at the field meet area for more fun. The field meet lasted until dark and included a potato race, digouts and a Stake race. Winners as follows: *Potato Race*—first Cleo Roe (Ind.); second Charles Blumentritt (BSA), San Angelo, Texas; third David Gleason (Ariel), Roswell, N. M.

Stake Race—first Leroy Winters (H-D), Ft. Smith, Ark; second Blumentritt; third Jack Wilson (TRI), Ft. Worth, Texas.

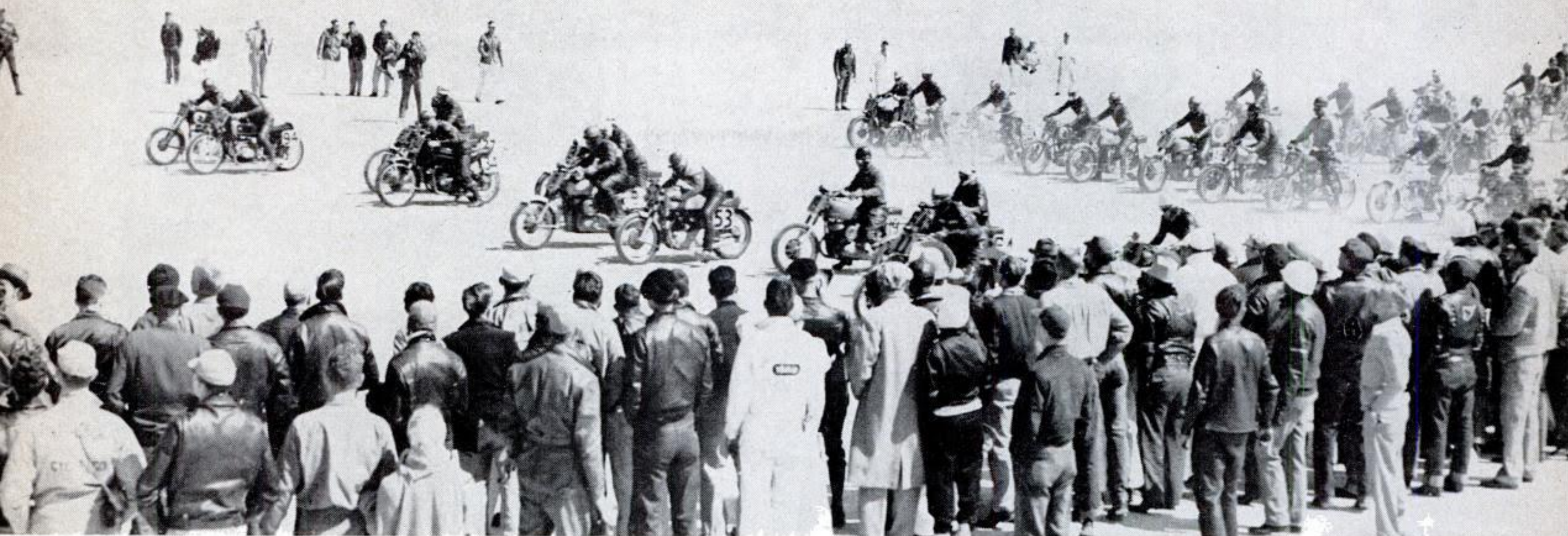
(See RANCH RUN, Page 25)



COVER—Russell Einwalter of Wichita Falls, Texas, maneuvers his Triumph into a crevice in going down a creek bank. This run is not only rugged but tricky with its many little surprises. This picture was taken from top of opposite creek bank.

Left, Jane Cooper of Stillwater, Oklahoma, on an Indian Scout, receives assistance on one of the steeper hills from Eddie Little of Oklahoma City. Jane won the women's division of the Ranch Run and rode the entire course with the men. Below, Ron Boertman of Wichita Falls bogs down on one of the rougher steep hills as he loses traction. Ancell Ranch Run Photos.





START OF THE FAMOUS BEACH CLASSIC

THE 1955 DAYTONA BEACH CLASSIC

EVERYTHING is in readiness for the almost week long series of activities in connection with the 200 Mile National Championship Road race to be held on March 12th and 13th at Daytona Beach, Florida.

The Central Labor Union has certainly gone all out in their efforts to entertain the visiting riders, in fact, the program will include every phase of motorcycle activity, something for everyone. On Wednesday, March 9th., there will be a Sportsman Hill-climb; Wednesday night, a Sportsman Lightweight short track race meet at the Stadium, where, incidentally, the Central Labor Union has dug up the hard top track and now have a fine dirt and marl track. On Thursday starting at 10 A. M. there will be a 100 Mile Reliability Trial, and Thursday night at the Stadium there will be a Three Star Short track race meet, Class C. Friday will be official practice; the girls will have their annual program; rider meeting; and on Friday night, the annual presentation of Championship trophies to the Typical girl, the outstanding male rider and the Champion Club and this will be held at the Civic Auditorium for reasons that we hope can be given at a later date.

On Saturday afternoon the 100 Mile Amateur Road race and on Saturday night a Field Meet at the Stadium.

The only disturbing factor in the entire week of meetings and this will only be disturbing to the competition riders. We are passing this along in plenty of time, so that no rider can state "I didn't know." It will also appear on the entry blanks. Here is the warning; and it comes from Sheriff Tucker of Volusia County:

Under no circumstances, will any competition rider be permitted to ride on or practice on the Beach or the back stretch, prior to the actual race meet. This also applies to riding up and down the beach prior to lining up for the start of the race. The violator will be arrested and we ask that the American Motorcycle Association, suspend the competition rider as a part of the penalty for this trespass.

There will be official practice on Friday, March 11th., to permit all gear checking and other phases of the program. If the riders plan to do any other practicing, there are locations that will be available. **BUT UNDER NO CONDITIONS WILL A COMPETITION RIDER BE PERMITTED ON THE BEACH OR BACK STRETCH PRIOR TO THE RACES. PLEASE BEAR THIS IN MIND. FAILURE TO COMPLY WILL SIMPLY MEAN THAT YOU DO NOT RIDE EITHER SATURDAY OR SUNDAY. STAY AWAY FROM THE COURSE UNTIL FRIDAY. THE CENTRAL LABOR UNION HAS GONE TO EXTREMES TO MAKE THE COURSE AVAILABLE FOR OUR PROGRAM AND IT IS UP TO US TO COOPERATE.**

Actually, no rider will see the course until Friday morning; he will practice under protected conditions; load his equipment and then not appear again until technical inspection, after which he will go to his pits and **REMAIN** there until called to the line for the start. **PLEASE ALSO REMBER THIS ONE!** You will warm your motor up **IN THE PITS** and not running up and down the beach!

Cut this out and paste it on your machine, so that you wont forget!

THE CENTRAL LABOR UNION wishes to thank the Competition Committee of the American Motorcycle Association for their action in granting the 200 Mile National Championship Road race to Daytona Beach, Florida. We assure the Committee that their confidence in our organization will not be violated and that with the experience gained this past year, we will have a program that will be in keeping with the high standards set by your Association. (See DAYTONA, Page 25).



Official program committee left to right: Paul Baker, Bob Palmer, president, Central Labor Union, and George Caldwell.



Don Pink, who once again won the Covered Wagon Enduro, checks his watch for time with Lou Mitchell member of the Pioneer Valley Motorcycle Club.

Don Pink Wins Covered Wagon Enduro

IT WAS A PLEASURE to see old Mr. Sun coming up. After two hurricanes and what seemed like weeks of rain, we were wondering if the sixth Covered Wagon Enduro would be held. But nearly forty brave souls had their entry blanks in for the drawing on Saturday night and at seven the next morning Number One man, Marvin Secor of Troy, N. Y., was ready to start off on the two-hundred and twenty-five mile trek—his first attempt at enduro riding. And let me add right here for the record that he finished in third spot in Class B-Mediumweight. So see, fellows, it's not so difficult. Mr. Wing of Brier, Mass., was our starter and the sixty-four riders were soon on their way.

The pathfinders didn't leave the boys too much time to fret about getting on schedule. It was reported that Leslie Pink, Yonkers, N. Y., our only girl entry, made the first brook crossing in a style that put some of the boys to shame. We were sorry to disappoint many of the spectators and some riders by by-passing Knightsville Dam. I spoke of rain, and as this is a flood control project, the height of the river was a mere forty feet the week before the Enduro. Of course, we knew you fellows could sprout wings but we were rather doubtful about the motorcycles. Anyway we found some water for you to get your feet wet in. What happened? Only about two-thirds of the riders checked into noon control. Didn't you know we had coffee and sandwiches waiting?

I heard some one say that the morning separated the boys from the men but what was it they said about the afternoon section? I'm sure that it must have been only mechanical troubles that eliminated the riders after the noon control! That was more or less true of Chuck Oakes of Bennington, Vt. He came riding back to noon control on a flat tire and got a ride back to the Clubhouse with the checkers, Sal Scirpo, Middletown, Conn., broke his rear axle on the top of the mountain. Yes, we had the mountain and pipeline off Loomis Street in Southwick as part of the run again. Jim Fennell, Bronx, N. Y. was the first one down and not far behind him, Don Pink of Yonkers, N. Y. It was nineteen tired boys who checked in at the final control, and of these, fourteen had completed the Enduro without running out of time. Last year's champion came through to win again, Don Pink on his Harley-



Leslie Pink, the only girl entry, made this brook crossing in a style that put some of the boys to shame. Leslie lasted 48 miles which is excellent considering it was her first time out on this extremely rugged run.

Davidson with a score of 956. He didn't do as well as last year in hitting the checks on the nose, but his average was very good, nine out of twenty-five. Frank Dean of Souderton, Pa., and Joe Kastner, New York, N. Y., were riding bantamweight machines but as they were the only two in Class A, they were pushed up into Class A-Lightweight, and there they took top honors.

We want to thank all the fellows for their cooperation and show of sportsmanship. And a big thanks to the many New England dealers and other motorcycling firms who donated trophies. They made an impressive display when they were all assembled. Too bad they didn't all arrive on time. We suspect one concern of shipping the trophies by Covered Wagon! Hope to see you all back next year when the Pioneer Valley members will be working to promote another good enduro.

(See ENDURO, Page 27)



This rider, whose name was not given, seems to be going no place fast. There appears to be enough steam and his rear wheel is kicking up a good wake but that front wheel just isn't moving. Photos by Bob Finn.

Competition Committee Minutes

Following these highlights you will find the minutes of the annual meeting of the Competition Committee. This group of men deserve a big pat on the back by the entire motorcycle fraternity for taking time off from their work at home and spending three days and one night meeting. It is impossible to make rules that will satisfy everyone, but apparently our present rules are in pretty good shape, as evidenced by the small number of suggested changes that were submitted.

It would seem that two important problems were on the minds of the committee. One, to safeguard in every possible way, the individual rider. On this phase, all accidents were checked and rules were instituted to eliminate, as far as possible, the cause of accidents. Flat steel shoes were barred as these caused several major accidents and the rider must now use a curved steel shoe. Points necessary for advancement were increased as it was felt that Novice and Amateur riders were not gaining enough experience under the previous method of advancement. Further it will be necessary for Novice riders to have points in order to compete in speedway races.

We think the greatest accomplishment was the start of a new

Minutes of the annual meeting of the Competition Committee of the American Motorcycle Association, held at Columbus, Ohio. November 7, 8 and 9, 1954.

On roll call the following members were present:

Jim Davis	Art Hafer	Horace Fritz
Walter Davidson	Reggie Pink	James Tagaris
Bruce Walters	Max Colville	Roy Egeberg
Oscar Lenz	John Ciccarella	James Parker
Bert Kennedy	Wayne Browning	Al Arnold
Walter Fulton	Fritzie Baer	John Esler
William J. Harley	Gerald Givens	Rabun Chambless
Vernon House	Aub LeBard	E. C. Smith
Dudley Perkins	Walter Davidson, proxy	
Leonard Andres	Walter Davidson, proxy	
Trevor Deeley	Walter Davidson, proxy	

Technical Committee members present:

Jim Davis	Reggie Pink	John Esler
H. M. Syvertsen	C. P. Pierce	

A general report of the A. M. R. M. B. A. was given, setting forth that there had been a decrease in competition licenses granted and that the accident experience had been greater than any previous year. There were three very bad sections of the country and steps should be taken to safeguard contestants in every possible way and to reduce abnormal speed.

The Competition Committee nominated the following Trustees: Dud Perkins, James Parker, Oscar Lenz and Walter Davidson, and they were elected by the Competition Committee.

The Trustees nominated the following officers:

President	Jim Davis
Consulting Physician	Dr. Frank W. Watson
Secretary	D. M. Jenkins
Treasurer	E. C. Smith

Their selection was approved by the entire Committee.

The Technical Committee, meeting on November 7, made the following recommendations:

Under rules covering motorcycles used in Class "C" competition events, the following additions, corrections and changes:

Under TIRES: that the chairman contact all tire manufacturers and distributors and importers for tread designs and their trade name of each design in order to delete some outmoded designs and bring the approved tread designs up-to-date.

Under FRAMES: Spring frames can be converted to rigid frames by the use of struts.

Under EXHAUST SYSTEMS: There must be not less than six inches of exhaust pipe running parallel to the ground or with the rear end elevated previous to the point of discharge, but not to extend beyond the rear edge of the rear rim.

class of competition, namely, the "Sportsman Class" aimed directly for the benefit of the average road rider. A committee has been appointed to formulate the rules for this new class of competition. It means two distinct types of activity, one the commercial side of the picture and the other sportsman side, the side where only trophy awards are given and open only to standard road machines, the machines used in every day life. It means that the owner of a motorcycle, purchased for pleasure can enjoy every phase of competition. There will be Sportsman Hillclimbs as against the Class A and C type; scrambles as against TT race meets; lightweight race meets as against the regular Class C program. It serves notice that the AMA is not forgetting the pleasure rider, but making it possible for him to enjoy racing, Hillclimbing and TT Racing without purchasing a special competition motorcycle. The rules will be strict, in fact a state license tag will be a "Must" as part of the equipment. Just figure that any motorcycle manufactured as a real standard production road job and that can be ridden off the dealer's floor will be eligible for these sportsman events. It is the hope of the committee to have the rules approved by the entire committee and ready for spring!

Under SAFETY PRECAUTIONS: Steel shoe must be made with a curved front extending over the toe of the shoe.

That all safety precautions be strictly enforced. Too many referees do little or not any checking on the safety provisions.

NUMBER PLATES: add—the number must be at least one inch wide.

Under GASOLINE: Change to read: Gasoline used shall not exceed 100 octane rating. Additives of any type over and above that contained in regular commercial gasoline of 100 octane rating is prohibitive. When gasoline is furnished, the brand and type must be given to contestant not less than ten days before the event. Penalty for using additives, or any gasoline higher than 100 octane rating, is indefinite suspension.

The Triumph T-100R was recommended for approval by the Technical Committee.

All recommendations of the Technical Committee were unanimously approved by the Competition Committee and the Technical Committee were given a vote of thanks for the work in their meeting, as well as general inspection at various events.

The Competition Committee added the following to Page 1 of the Rule Book: Any member or members of the National Technical Committee shall have the power to disqualify any motorcycle that does not conform to the rules.

The 1955 BSA Gold Star was approved with the understanding that the bore and stroke be 85 mm by 88 mm and 8 to 1 compression ratio.

By a majority vote of the Committee, compression ratio remained at 8 to 1.

Motion was made, seconded and carried, that the Chairman of the Competition be authorized to approve any and all appointments of District Referees.

The following National Championships were granted for 1955:

50 Mile Road Race	Western Penna. H-D	July 17
	Dealers' Ass'n.	\$2,000.00
75 Mile Road Race	Dodge City	July 4
	Motor Ass'n.	\$2,500.00
100 Mile Road Race	New England	June 18-19
	Dealers' Assn.	\$4,000.00
125 Mile Road Race	Southern Calif. H-D	October 9
	Dealers Ass'n.	\$5,000.00
100 Mile Speedway	Mid-Atlantic	September 3-4
	Dealers' Ass'n.	\$5,000.00
200 Mile Road Race	Central Labor Union	March 12-13
	(Daytona Beach)	\$10,000.00

(See MINUTES, Page 26)



Tioga Pass checking station was almost frozen in. Snow plows had just recently cleared the highways of a late storm. Al took this photo of Cliff decked out in full riding gear including long handled underwear—Not visible, but oh so comfortable.

Indians

In The Sierras

By Cliff Boswell

STEEP AND ROCKY ROAD crevassed by rivulets of snow water led to the bottom of a deep canyon. Not far distant raced the ice-laden waters of the San Joaquin river, Middle Fork, and its thunder was clearly heard above our idling motors. A forlorn marker partly buried in a snowdrift pointed the direction to the devils Postpile.

Three days ago my motorcycle partner, Al Spierling, and I locked up our classrooms in the Arroyo Grande Union High School, and called it quits for the summer. The many hours spent in pouring over maps, compiling lists of equipment and putting our machines in tip-top condition were over. Now we were to enjoy the fulfillment of long anticipation. June 3, and our 1300 mile camping trip was underway.

Al, riding an Indian Chief, set a good clip for the lighter Warrior, my mount. With complete camping gear including a two-man Explorer tent, tarps, sleeping bags, air mattresses, fishing rods and cooking equipment, we were headed via Sequoia and Yosemite National Parks for 10,000 foot Tioga Pass and real adventure.

A late spring with heavy snowfall had closed many high passes. However, the weather man predicted fair weather immediately ahead, and we rode with confidence.

From Pacific Coast Highway 101 we switched to State Highway 41 and headed for the San Joaquin Valley.

Miles of open cattle range gave way to sand hills dotted with oil derricks and then to level cotton fields as the Valley's floor was reached.

High above the valley's haze floated stationary clouds—the ever beckoning, snow tipped, Sierra Nevadas.

Three o'clock and we pulled into General Grant's Grove, our destination for the first day.

Our entry at the public campgrounds was timed perfectly with a change in weather which had become cloudy and cold as the high mountains were reached. No sooner did we choose a tent site among a superlative grove of pines and redwoods than the clouds broke up, and the afternoon sun poured down its warming rays. Partially melted snow drifts were scattered through-

out the whole area, and rills of snow water meandered the grounds. We were the sole occupants of as magnificent a domain as ever king laid eyes upon.

Soon the two-man tent was pitched, ground cloths placed, sleeping bags spread and a cheering fire kindled. All was serene as we sat in the silent forest enjoying our first supper in the open. A brilliant starry sky gave promise of clear weather ahead as we finally lowered our aching bones into readied sleeping bags and instantly fell asleep.

A good night's rest performed wonders for tired bodies, and we were up with the birds and ready for another day in the



Above; Two 9 x 9 tarps covered our cycles and cooking area and a two-man Explorer tent furnished sleeping quarters. At right is the route of the 1300 miles of scenic highway varying in elevation from sea-level to 10,000 feet from the Pacific to the Sierra Nevadas. From ocean breezes to valley heat to alpine snow in a matter of a few hours makes for numerous changes in layers of clothing, and adds spice to the journey. The artistic touches were added by the author's 14 year old daughter.



saddle. After bacon and eggs we packed and moved on to view the spectacular scenery of Kings Canyon.

Cruising easily at forty we soon passed from heavily timbered country to stunted growth over hanging sheer granite walls. At a high bluff along the road we stopped to gaze enthralled at the splendors of the Sierra's most stupendous canyon stretching below and beyond to the snow-capped Kings-Kern divide. Shimmering in early morning mists rose the mighty backbone of the high country. It is here that Mt. Whitney, highest peak in the continental United States rears its lofty summit 14,494 feet above sea level.

Our next goal was Yosemite National Park, although we hardly expected to reach it this day. Our plan was to keep to the back roads as much as we could in order to avoid traffic and to view the greatest possible amount of unencumbered scenery.

The run to the valley floor was thrilling but quickly over, and our cycles were soon ticking off the level miles. Shunning the heavily traveled U. S. 99 we switched off before reaching Fresno, turned north to Clovis and headed for Bass Lake.

This destination was reached early in the afternoon, but all campgrounds were already full of vacationers.

We could stay home and be crowded; so we moved on, connected with state highway 41, again, and finally set down at Fish Camp near the southern-most boundary of Yosemite National Park. Our sole visitor was a sleek little spike buck who hung around until dark—at a discreet distance, of course.

Al helped establish camp; then rigged his gear and set off down Fish Creek for a try at the shy trout inhabiting its snow-fed waters. Meanwhile, potatoes and onions were prepared and coffee put to boil. At dusk Al returned with a small catch. Appetites already keen were whetted sharper by the aroma of fried trout and coffee mingled with the pungent scent of fir trees and willows.

Later, around the campfire, our thoughts dwelt upon the hazards of tomorrow's run—it could easily prove to be our toughest day. Between Yosemite and the high Tioga Pass country lay many miles of rough roads. The Pass itself is only slightly under 10,000 feet elevation; crossing it in rough weather can be a hazardous undertaking.

It was with a certain uneasiness that we rolled into our bags. Weather threatened. Was the pass still open? Could we take the chance of being snowed in?

Dawn arrived grey and cold with tree-top high fog moving before a southwest wind. No rain—yet. Spirits sagged.

A stiff cup of black coffee and a good breakfast, though, helped to set things in their proper perspectives, and did much to relieve taut nerves. By 7:30 a rift in the fog allowed Old Sol to shine through for a

Hoosiers Pull Together For A Better, Safer Sport

THE GREAT HOOSIER interest in motorcycling was the highlight around Muncie, Indiana, Saturday evening, October 2, when motorcycle enthusiasts, including clubs, dealers and their wives jammed the beautiful big dining room of the Top Hat restaurant just outside of Muncie, for one of the finest banquets and get-togethers in the state during the '54 season.

Just about every active section of the state was represented and you'd have had a hard time proving, had you walked in during the banquet, that this was a motorcycle gathering. For the occasion they were dressed in their evening best and using manners of the most prominent aristocrat, as they were served a delicious steak dinner topped with ice cream and cake.

Following the dinner, Les Smith, president of the Indiana Dealers Association started the meeting which he conducted in a very fine and orderly manner.

The riders and dealers have been doing a grand job of promoting the sport throughout the state of Indiana and the main purpose of this meeting was to get a better understanding of the rules and standardize all events, such as endurance and reliability runs, and mainly their Hare and Hound runs, with a riders organization for those participating in the various types of cross country competition.

With an organization such as this they feel that despite wide differences of opinion on how events should be laid out, marked, etc., they can help one another promote better and safer events, and standardize all of them as they should be in the interest of all riders and clubs.

Every rider attending had plenty of good ideas and agreed on a riders organization for the benefit of all.

Max Colville, member of the Competition Committee attending the banquet, agreed to give the new organization his full support and cooperation in bettering their events and brought up several good suggestions along with his humorous talks.

Many interesting questions arose during the lengthy meeting that adjourned after 2:00 A.M. in the morning.

The first official meeting of the newly organized association was held November 5, at the club rooms of the Indianapolis Motorcycle Club where they elected officers, and decided on a name for the association.

Carl Hale of Terre Haute, was elected

few minutes. It was taken as a good omen, and we set to packing in earnest. In thirty minutes our cycles were ready, warmed up and rolling.

Through miles of high timber our singing motors sped us ever nearer that most magnificent of all gateways, the Wawona Tunnel and Inspiration Point. The inspiring panorama of Yosemite Valley with its 3000 foot glacier-hewn walls casts its spell upon all travelers who view it from this



Carl Hale, president
Indiana Cross Country Riders' Ass'n.

as president. He is also president of the Wabash Valley Club, has been riding since 1947 and is a very enthusiastic motorcyclist. Carl farms 550 acres has a 13-year-old son who has been riding 3 years and has already ridden in two endurance runs.

Also elected were the following: Vice President, Rolla Adams, Muncie; Secretary-Treasurer, Wally Leavitt, Indianapolis; and Asst. Secretary, Joe Folk, Indianapolis.

Membership cards have already been issued and uniforms identifying their association will be available and in circulation in the very near future.

The new organization has been officially named and will be known as the Indiana Cross Country Riders Association.

With riders, clubs and dealers cooperating it looks like Indiana will be all out for top state honors in the nation in 1955 for promoting better and safer events in the sport of motorcycling.

spot.

Roadside snowbanks disappeared to give way to fresh grass and wild flowers as we descended to the valley floor.

A visit to the ranger's office confirmed weather reports of two days earlier that storms were over, and netted some pertinent information as to camp sites between here and Tioga Pass. Tioga was open!

The burden of uncertainty dropped from
(See INDIANS, Page 28)

Dealers Make All Out Effort As '54 Contest Nears End

Cities up to 10,000

FREEMAN'S CYCLE SALES, South Hamilton, Mass.

Harley-Davidson Sales	148
Pico H-D, Pico, Calif.	H-D 68
Cochise H-D Sales, Douglas, Ariz.	H-D 54
Cannon Ball Cycle Shop, Asheboro, N. C.	H-D 54
Cardani's H-D, Crum Lynne, Pa.	H-D 51
Jerry's Cycle Shop, E. Weymouth, Mass.	H-D 50
Henry's MC S&S, Copneras Cove, Texas	H-D 45
Ken-Roy Sales & Equip. Co., Berger, Mo.	IND 44
A. E. Lindenau, Norwalk, Ohio	H-D 38
Windle H-D Sales, Kilgore, Texas	H-D 37
Bert Wilde, Shelburne, Vt.	H-D 37
Indian MC S&S, Quaker Hill, Conn.	IND 32
Dishong Cycle Shop, Everett, Pa.	H-D 31
Lyall's MC Sales, North Wilkesboro, N. C.	H-D 29
Woody's Truck Stop, Cayuta, N. Y.	BSA 29
Sexton MC Co., Pharr, Texas	H-D 28
Lucky MC Sales, Lancaster, Wis.	H-D 27
Paris H-D Sales, Paris, Ill.	H-D 25
Poly's MC Shop, St. Johnsbury, Vt.	H-D 24
H-D Sales, Rhinelander, Wis.	H-D 24
Eddie Ryan, San Pedro, Calif.	H-D 23
Flatter's H-D Sales, Greenville, Ohio	H-D 23
Fred O. Simon, Fortuna, Calif.	BSA 22
Peck's Cycle Shop, Uhrichsville, Ohio	H-D 22
Wally's Service, Greenville, Pa.	H-D 22
H-D S&S, Hastings, Mich.	H-D 21
Outdoor Sports Shop, Brookfield, Mo.	H-D 21
Jim Calahan's Service Station, DeSoto, Mo.	H-D 21
Wilmer Shaw, Marysville, Ohio	H-D 21
E. L. Kazebee, Seneca, Pa.	H-D 21
Joe C. Brown, Paso Robles, Calif.	BSA 20
Wood's H-D Sales, Mt. Carmel, Ill.	H-D 20

10,000 to 25,000

FLINT CYCLE SALES, Neptune, New Jersey

Harley-Davidson Sales	141
Ernest Cerini, Donora, Pa.	H-D 93
Harold Mathews, Merced, Calif.	H-D 75
Borger H-D Sales, Borger, Texas	H-D 75
Kenny's Cycle Shop, Findlay, Ohio	BSA 74
Centralia MC Sales, Centralia, Ill.	H-D 69
H-D Sales, Hanover, Pa.	H-D 60
James A. Reed, Sacramento, Calif.	IND 54
Bill Carpenter Motor Sales, Lancaster, Ohio	TRI 46
Pampa H-D Sales, Pampa, Texas	H-D 45
Illinois H-D Sales Co., River Forest, Ill.	H-D 43
Moody Motors, Pekin, Ill.	H-D 42
Floyd Emde Co., Inc., National City, Calif.	H-D 38
Darst H-D Sales, LaPorte, Ind.	H-D 38
H-D Sales, Mt. Clemens, Mich.	H-D 38
H-D Sales, Defiance, Ohio	H-D 35
The Specialty Shop, Clarksville, Tenn.	TRI 35
Armando Magri, Sacramento, Calif.	H-D 34
Ray Miller H-D Sales, El Centro, Calif.	H-D 33
Applegate's H-D Sales, Burlington, N. J.	H-D 33
Roy's Madera Cyclery, Madera, Calif.	H-D 30
Barbara Ennis, Midland, Mich.	H-D 29
Hauer's Cyclery, Astoria, Ore.	H-D 29
Log Cabin Garage, Bloomsburg, Pa.	BSA 29
Mankato H-D Sales, Mankato, Minn.	H-D 28
Tex-Ark Indian Sales, Texarkana, Texas	IND 28
Hall's H-D Sales, Crawfordsville, Ind.	H-D 26
The H-D Shop, Big Spring, Texas	H-D 26
Selkirk's H-D Sales, Canton, Ill.	H-D 24
San Gabriel Cycle Shop, San Gabriel, Calif.	BSA 23
Vandegrift's Cycle Shop, Albert Lea, Minn.	H-D 22
C. Gibson Wise, Lock Haven, Pa.	H-D 22
Jack Barnett Cycle Shop, Denison, Tex.	H-D 21
J. O. Nobles MC Co., Brunswick, Ga.	H-D 20
Rizzo MC Sales, Benton Harbor, Mich.	IND 20

25,000 to 50,000

PHILLIP'S MOTORS Anderson, Indiana

Harley-Davidson Sales	273
H-D Sales, Lebanon, Pa.	H-D 97
Sodie's Cycle Center, Bloomington, Ill.	H-D 86
Ross J. Wooten, Bakersfield, Calif.	H-D 77

Warren H-D Sales Co., Warren, Ohio	H-D 68
Andrew Hero, Pensacola, Fla.	H-D 63
Wager & Walker, Santa Ana, Calif.	H-D 56
Elgin H-D Sales, Elgin, Ill.	H-D 56
R. A. Zinn, Compton, Calif.	H-D 51
Fond du Lac H-D Sales, Fond du Lac, Wis.	H-D 50
Marion Cycle Store, Marion, Ohio	H-D 48
Walter A. Kohl, Lockport, N. Y.	BSA 48
Gutteridge H-D Sales, Quincy, Ill.	H-D 47
H-D S&S, Inglewood, Calif.	H-D 42
Rathbun MC Co., Pomona, Calif.	H-D 42
H-D S&S, Hutchinson, Kansas	H-D 38
Tidewater MC Co., Newport News, Va.	H-D 37
Rogers H-D Co., Bremerton, Wash.	H-D 36
Rosser H-D Sales, Williamsport, Pa.	H-D 33
Krueger's H-D Sales, Wausau, Wis.	H-D 31
H-D S&S, Washington, Pa.	H-D 30
R. C. Cycle Sales, Rapid City, S. D.	TRI 30
H-D S&S, Key West, Fla.	H-D 29
H-D Sales Co., Eugene, Ore.	H-D 29
Powers H-D Sales, Rock Island, Ill.	H-D 28
Columbia MC Co., Vancouver, Wash.	H-D 28
Haden Motor Co., Charlottesville, Va.	H-D 27
Grear MC Sales, Zanesville, Ohio	IND 27
H-D S&S, Hot Springs, Ark.	H-D 25
The Cycle Shop, Ft. Dodge, Iowa	H-D 25
Murphy's Cycle Agency, Lake Charles, La.	H-D 24
H-D Sales, Zanesville, Ohio	H-D 24
H-D Sales, Santa Fe, N. M.	H-D 23
George Pasby Indian MC S&S, Enid, Okla.	IND 23
Walters Bros., Galesburg, Ill.	H-D 20

50,000 to 100,000

SMITH MOTOR SALES, Muncie, Indiana

Harley-Davidson Sales	167
Skip Fordyce H-D Sales, Riverside, Calif.	H-D 123
Pete Forest Garage, Manchester, N. H.	H-D 100
Rockford Cycle Sales Co., Rockford, Ill.	H-D 98
E. K. Manning, Lancaster, Pa.	IND 72
Butterfield Cycle Store, Roanoke, Va.	H-D 68
H-D MC Co., Inc., Amarillo, Texas	H-D 64
Wichita Cycle Co., Wichita Falls, Texas	H-D 64
June's H-D Sales, Winston-Salem, N. C.	H-D 61
Molenaar H-D Sales, Hammond, Ind.	H-D 55
H-D S&S, Topeka, Kansas	H-D 49
S. C. Gebhardt, McKeesport, Pa.	H-D 49
H-D Sales, Davenport, Iowa	H-D 48
Portsmouth Cycle Co., Portsmouth, Va.	H-D 45
Ace MC Service, Lexington, Ky.	H-D 36
Pawtucket Indian Co., Pawtucket, R. I.	IND 34
Sparky's H-D S&S, Greensboro, N. C.	H-D 32
Domyan Bros., E. St. Louis, Ill.	H-D 31
Knowles Cycle Co., Waco, Texas	H-D 27
Joliet H-D Sales, Joliet, Ill.	H-D 24
T & P Motor Co., Lubbock, Texas	IND 24
Sam Arena, San Jose, Calif.	IND 23
Borgstedt Cycle Co., Pueblo, Calif.	H-D 23
Jackson Cycle Sales, Jackson, Mich.	H-D 23
Oscar C. Lenz, Lansing, Mich.	H-D 22
H-D Sales, Clifton, N. J.	H-D 21
Cliff Walker Co., Macon, Ga.	H-D 20

100,000 to 250,000

NORFOLK MOTORCYCLE CO., Norfolk, Virginia

Harley-Davidson Sales	224
Walters Bros. H-D, Peoria, Ill.	H-D 194
Schietinger MC Agency, Bridgeport, Conn.	H-D 186
McCullough MC Co., Nashville, Tenn.	H-D 120
Gorman's H-D Sales, Shreveport, La.	H-D 73
N. F. Sheldon, Worcester, Mass.	H-D 61
H-D Sales, South Bend, Ind.	H-D 59
Ewin Warmack, Nashville, Tenn.	TRI 57
Morgan's Cycle Co., Baton Rouge, La.	H-D 53
Adamec Cycle Sales Co., Inc., Elizabeth, N. J.	H-D 51
Spitzie's MC Center, Albany, N. Y.	H-D 49
H-D Cycle Co., Wichita, Kansas	H-D 43
Chambless MC Co., Montgomery, Ala.	H-D 42
Cleary MC Co., Savannah, Ga.	H-D 42
Mahaney MC Sales, Savannah, Ga.	IND 36
Wolfe's Indian Sales, Springfield, Mass.	IND 36
Bee's MC Sales, Dayton, Ohio	BSA 36
Chico's H-D Sales, Trenton, N. J.	H-D 34
Sanders Triumph Sales, Corpus Christi, Texas	TRI 34
Meridian MC Co., Norfolk, Va.	34
Charles Wolverton Co., Reading, Pa.	H-D 32
Austin MC Co., Austin, Texas	H-D 31
Givens Triumph Sales, Norfolk, Va.	TRI 29
S. E. Chubbock H-D Sales, Pasadena, Calif.	H-D 28

Cassady's MC Sales, Dayton, Ohio	H-D 28
Billy Temple MC Co., Miami, Fla.	H-D 26
McGovern Cycle Sales, Grand Rapids, Mich.	H-D 26
Long's MC Sales, Miami, Fla.	BSA 26
H-D MC Sales, Camden, N. J.	H-D 25
H-D Sales Co., Jacksonville, Fla.	H-D 24
H-D Sales, Corpus Christi, Texas	H-D 24
Erie H-D Sales, Erie, Pa.	H-D 23
Poole's H-D Sales, London, Ontario, Canada	H-D 23
Richard's H-D Co., Little Rock, Ark.	H-D 22
City Cycle Co., Chattanooga, Tenn.	IND 22
John S. Cooper, Trenton, N. J.	TRI 21
Frank W. Speer, Paterson, N. J.	H-D 20

250,000 to 500,000

CUNNINGHAM MOTORCYCLE CO., Louisville, Kentucky

Harley-Davidson Sales	361
H-D S&S, Indianapolis, Ind.	H-D 253
Drager's H-D Co., Seattle, Wash.	H-D 175
East Side MC Co., Portland, Ore.	H-D 79
H-D MC Co., Omaha, Neb.	H-D 78
Memphis H-D Co., Inc., Memphis, Tenn.	H-D 76
J. F. Karns, Long Beach, Calif.	H-D 61
Louisville Indian Sport Center, Louisville, Ky.	IND 58
San Diego H-D Co., San Diego, Calif.	H-D 54
H-D Sales Co., Toledo, Ohio	H-D 40
Harry's Indian Motors, Denver, Colo.	IND 40
Thomas MC Co., Kansas City, Mo.	H-D 36
Stuckey & Son H-D Co., Kansas City, Mo.	H-D 31
Kenny's H-D MC Co., Kansas City, Mo.	H-D 30
Kathcart's H-D Co., Dallas, Texas	H-D 27
Rochester H-D, Rochester, N. Y.	TRI 27
Dewey's Cycle Shop, Seattle, Wash.	BSA 26
H-D Sales Co., Seattle, Wash.	H-D 26
H-D Cycle Co., San Antonio, Texas	H-D 25
Donald Remer, Omaha, Neb.	TRI 23
Claude Salmon Co., Oakland, Calif.	H-D 22
Joe Koons, Long Beach, Calif.	BSA 20

500,000 to 1,000,000

THE KNUTH CO., INC., Milwaukee, Wisconsin

Harley-Davidson Sales	365
Motorcycle Service Co., Cincinnati, Ohio	H-D 141
Buffalo H-D, Buffalo, N. Y.	H-D 111
Doc's H-D Sales, New Orleans, La.	H-D 83
Andrews Indian MC Sales, Boston, Mass.	IND 73
Fred Deeley, Ltd., Vancouver, B. C., Canada	H-D 67
Egeberg Cycle Co., Minneapolis, Minn.	H-D 66
Broadway H-D Sales, St. Louis, Mo.	H-D 66
Al Fergoda, San Francisco, Calif.	BSA 55
Martin's Cycle Shop, Pittsburgh, Pa.	IND 46
Osborn MC Co., St. Louis, Mo.	H-D 45
Boutwell's Cycle Center, Baltimore, Md.	TRI 38
Don & Roy's Cycle Shop, W. Allis, Wis.	TRI 28
Triumph S&S, New Orleans, La.	TRI 28
H-D Sales, Inc., Cleveland, Ohio	H-D 21

1,000,000 and over

POP'S H-D SALES Detroit, Michigan

Harley-Davidson Sales	120
Rich Budelier H-D Sales, Los Angeles, Calif.	H-D 48
Motorcycles, Inc., Chicago, Ill.	IND 100
Reggie Pink, Inc., Bronx, N. Y.	H-D 66
LeBar & Underwood, Los Angeles, Calif.	BSA 48
H-D MC Co., Detroit, Mich.	H-D 44
Chicago H-D Sales, Chicago, Ill.	H-D 40
Blaine Rhodes, Philadelphia, Pa.	TRI 40
Philadelphia H-D Sales, Philadelphia, Pa.	H-D 38
H-D in Southeast S&S, Los Angeles, Calif.	H-D 27
Dolezal Bros., Chicago, Ill.	H-D 21

Mrs. Edward Hunsicker 20 Year Member Passes On

The motorcycle fraternity lost one of its older members in the passing of Mrs. Edward Hunsicker of Harrisburg, Pennsylvania, November 23.

Mrs. Hunsicker was the wife of Edward Hunsicker, Harley-Davidson Dealer in Harrisburg, and a member of the AMA for the past twenty years.

The sympathy of the AMA and AMERICAN MOTORCYCLING is extended to her bereaved husband and many friends.



Taken during the 1954 MAMDA Winter Tour this photo shows a drag race practice. It is typical of the many events that will be held again this year the last week of January. Here, Earl "Dragger" Roloff of Baltimore, is matching against Eddie Fisher of Parkesburg, Pa. Note the boys lined up in the background and the snow. Photo by Mercer.

M.A.M.D.A. 6th Annual Winter Tour—Gold Hunt

Atsion, N.J. Jan. 29-30

WHAT? Attention All Riders: The Middle Atlantic Motorcycle Dealers are inviting you to a Complete Weekend of Free Fun! They're giving away over \$500.00 worth of Gift Certificates—Trophies—and cold U. S. Cash at their 6th Annual Winter Tour and Gold Hunt. Great new program this year—fun for all—don't miss it!

WHY? In return for your loyal support of the MAMDA's sponsorship of the Langhorne 100 and Williams Grove 8 Mile National. They offer the Free Winter Tour with their thanks. Come share this holiday weekend with them and launch the 1955 Motorcycle Riding Season!

WHEN? Save the last weekend in January for the Winter Tour and Gold Hunt. Bring the gang with you—fun for all—everything Free! No money down—no papers to sign—all events to run—snow or clear!

WHERE? Same place as previous tours—Atsion, New Jersey. Easy to get to, centrally located from Philadelphia, Trenton, Atlantic City. On Rt. #39 between Red Lion and Hammonton. Easy to reach—lots of new motels built since last year. Be seeing you.

SCHEDULE OF EVENTS

Saturday, Jan. 29

Meet at Pic-A-Lil Inn (thaw out) 9 P.M. Dance at Grange Hall (Prizes)

Sunday, Jan. 30

10:30 A.M. Bike Beauty Contest. Machine and Rider judged as Unit.

11:00 A.M. Men's Road Class (1st & 2nd Trophies)
Men's "Chopped" Class (1st & 2nd Trophies)
Girl's Class (Three Trophies—any kind of bike)
"Super" Slow Race. Open to machines of all sizes.
Men's Class (3 Trophies)
Girl's Class (3 Trophies)
12:00 Noon "Daring" Dig Out Races (One Trophy each Class)
Lightweights Up to 250cc
Mediumweight 500cc OHV & 750cc SV
Unlimited Anything Goes!
2:00 P.M. Gold Hunt \$300.00 Cash Prizes! Just Search the Woods!
4:30 P.M. Presentation of Awards, Prizes and Trophies at Grange Hall. Lucky Drawing At End Of Day For The Following Merchandise Awards!

(One to a Rider)

Leather Jacket Harley-Davidson
Leather Pants Indian Co.
Leather Boots Beck & Co.
Helmet & Gloves Buco & Co.
Windshield Triumph Corp.
Fancy Shirt B&D Rahway
Case of Oil B.S.A. Inc.
Trophy Award Pic-a-Lil Inn

Giant "Head Hunter" Cup given to person who finds the most "Gold" in the Gold Hunt. (This is easy to win; the rider who won last year even wore glasses!)

Switch to

K.L.G.

"FASTEST SPARK PLUG ON EARTH"

For **TRIUMPH**

and other
leading brands

a small but important
item for better motorcycling

SOLD BY TRIUMPH MOTORCYCLE DEALERS EVERYWHERE

Motorcycle Dealers Donate \$1,000 To Laconia Hospital



A check for \$1,000 is presented to the Laconia Hospital Assn. from the New England MC Dealers Assn. following their third annual benefit. Left to right: H. Max Wakeman, Jr. Hospital fund treasurer; William Schietinger of Bridgeport, Conn., activities chairman of the N.E.M.D.A.; James P. Rogers, president Laconia Hospital Assn.; Fritzie Baer, manager Belknap area and Al Neill, executive secretary of the cooperating Laconia Chamber of Commerce. Photo by Earl Anderson, Manchester Union.

A check in the amount of \$1,000.00 was recently presented to the Laconia Hospital Association from the New England Dealers' Association following the third Annual Hospital benefit event at the million dollar Belknap Mt. Recreation Area in Laconia, N. H.

This brings to over \$6,000.00 contributed to the new equipment fund of the hospital by the New England Dealers' Association in the past three years, through motorcycle races and hillclimbs.

Fritzie Baer, manager of the big recrea-

tion area said during the presentation "this is one of the reasons why the motorcycle fraternity enjoys the friendship of Laconia, they are part of the community, and the whole of the Lakes Region (The vacation spot of New England) look forward to their annual Gypsy Tour and 100-mile National championship road race which has been held here every year since 1938, with the exception of the War Years. It is the "Motorcycle Paradise" and is almost a must for every motorcycle rider to take in one of the New England Dealers' annual Gypsy Tours."

AMA RECORD

HALF MILE DIRT TRACK — Class C — 45 c.i. Motor		Machine	Date	Time	MPH
3 Mile Don Hutchinson	National Speedway, Belleville, Kan.	H-D	8-29-54	2:37.08	69.67
5 Mile Don Hutchinson	National Speedway, Belleville, Kan.	H-D	8-29-54	4:15.06	70.54
6 Mile Dick Klamfoth	Richmond, Va.	BSA	5-30-54	5:38.56	63.42
7 Mile Dick Klamfoth	Shreveport, La.	NOR	10-28-51	6:28.02	64.95
8 Mile Ray Goff	A-W Speedway, Weaverville, N. C.	H-D	4-19-53	6:55.20	69.36
9 Mile Joe Leonard	Hammond, Ind.	H-D	9-12-54	8:21.00	64.67
10 Mile Buck Brigance	A-W Speedway, Weaverville, N. C.	H-D	9-28-52	8:57.35	66.99
MILE DIRT TRACK — Class C — 45 c.i. Motor					
5 Mile Kenny Eggers	Springfield, Ill.	H-D	8-19-51	3:29.76	85.81
8 Mile Joe Leonard	Indianapolis, Ind.	H-D	9-11-54	5:56.80	80.67
10 Mile Joe Leonard	Springfield, Ill.	H-D	8-19-51	7:05.26	84.65
15 Mile Bobby Hill	Milwaukee, Wisc.	IND	8-25-51	10:39.81	84.40
20 Mile Joe Leonard	San Mateo, Calif.	H-D	7-25-54	14:05.25	85.18
25 Mile Bobby Hill	Springfield, Ill.	IND	8-19-51	16:58.71	88.36
50 Mile Lester Hillbush	Syracuse, N. Y.	IND	8-26-39	39:15.59	76.42
DIRT TRACK SPEEDWAYS — Class C — 45 c.i. Motor					
100 Mile Everett Brashear	Langhorne, Pa.	H-D	9-5-54	1:06:06.15	90.77
200 Mile Louis Guanella	Oakland, Calif.	H-D	10-27-40	2:21:45.55	84.64
CLASS C STRAIGHTAWAYS — One Mile					
7½ c.i. (100cc) Bobby Michael	Rosamond Dry Lake, Calif.	NSU	7-18-54		71.706
7½ c.i. (125cc) Bobby Michael	Rosamond Dry Lake, Calif.	NSU	7-18-54		71.492
15 c.i. Bobby Michael	Rosamond Dry Lake, Calif.	NSU	7-18-54		92.378
21.35 c.i. Carl Hanson	Bonneville, Utah	VEL	9-5-53		100.32
30.50 c.i. Eugene Thiessen	Bonneville, Utah	BSA	9-3-51		123.69
40 c.i. Blackie Bullock	Bonneville, Utah	TRI	9-13-51		132.16
45 c.i. Jack Dale	Bonneville, Utah	H-D	8-29-51		123.52
61 c.i. Marty Dickerson	Bonneville, Utah	VIN	9-6-53		147.58
74 c.i. Denny Grammar	Bonneville, Utah	H-D	9-3-54		128.11
CLASS A STRAIGHTAWAY — One Mile					
7½ c.i. (100cc) Bobby Michael	Rosamond, Dry Lake, Calif.	NSU	7-18-54		69.498
7½ c.i. (125cc) Bobby Michael	Rosamond Dry Lake, Calif.	NSU	7-18-54		70.574
15 c.i. Mike Ward	Bonneville, Utah	TRI	9-2-54		104.68
21.35 c.i. Lloyd Bulmer	Bonneville, Utah	VEL	8-29-52		119.87
30.50 c.i. Bud Hare	Bonneville, Utah	TRI	9-1-52		134.59
40 c.i. W. H. Richards	Bonneville, Utah	TRI	9-2-54		149.56
61 c.i. Rollie Free	Bonneville, Utah	VIN	9-10-53		160.739
74 c.i. Robert Kucera	Bonneville, Utah	H-D	9-9-53		139.49
CLASS C INTERMEDIATE DISTANCES — 10 Mile Course — 40 c.i. Motor					
10 Mile Blackie Bullock	Bonneville, Utah	TRI	9-13-51		116.09
20 Mile Blackie Bullock	Bonneville, Utah	TRI	9-13-51		117.30
30 Mile Blackie Bullock	Bonneville, Utah	TRI	9-13-51		117.93
40 Mile Blackie Bullock	Bonneville, Utah	TRI	9-13-51		117.96
50 Mile Blackie Bullock	Bonneville, Utah	TRI	9-13-51		117.96
NON-COMPETITIVE RECORD AGAINST TIME					
24 Hours Fred J. Ham	Muroc Dry Lakes, Calif.	H-D	4-8-37		1825.2

Peoria MC Active In Community Services

The Peoria MC over on Cameron Lane in Peoria, Illinois, after a successful TT racing season has been busy in community service and other club activities since we last heard from them, says reporter H. A. Mourning.

On October 11, they took part in the United Fund Appeal parade, and again on November 11, club members escorted the parade Marshall and his assistants in the Veterans Day parade.

They held a masquerade Halloween party October 30, a chicken fry November 6, and on November 20, the auxiliary served a Thanksgiving dinner with turkey and all the trimmings.

In their spare time between club activities and community work they've added a 20' by 24' addition to their club house.

Just before Thanksgiving they prepared a basket of food and delivered it to a needy family for their Thanksgiving Day dinner. This has been a practice of the club for the past several years.

With the demand for blood, members of the club have been making regular trips to the Red Cross and donating blood to the Blood Bank.

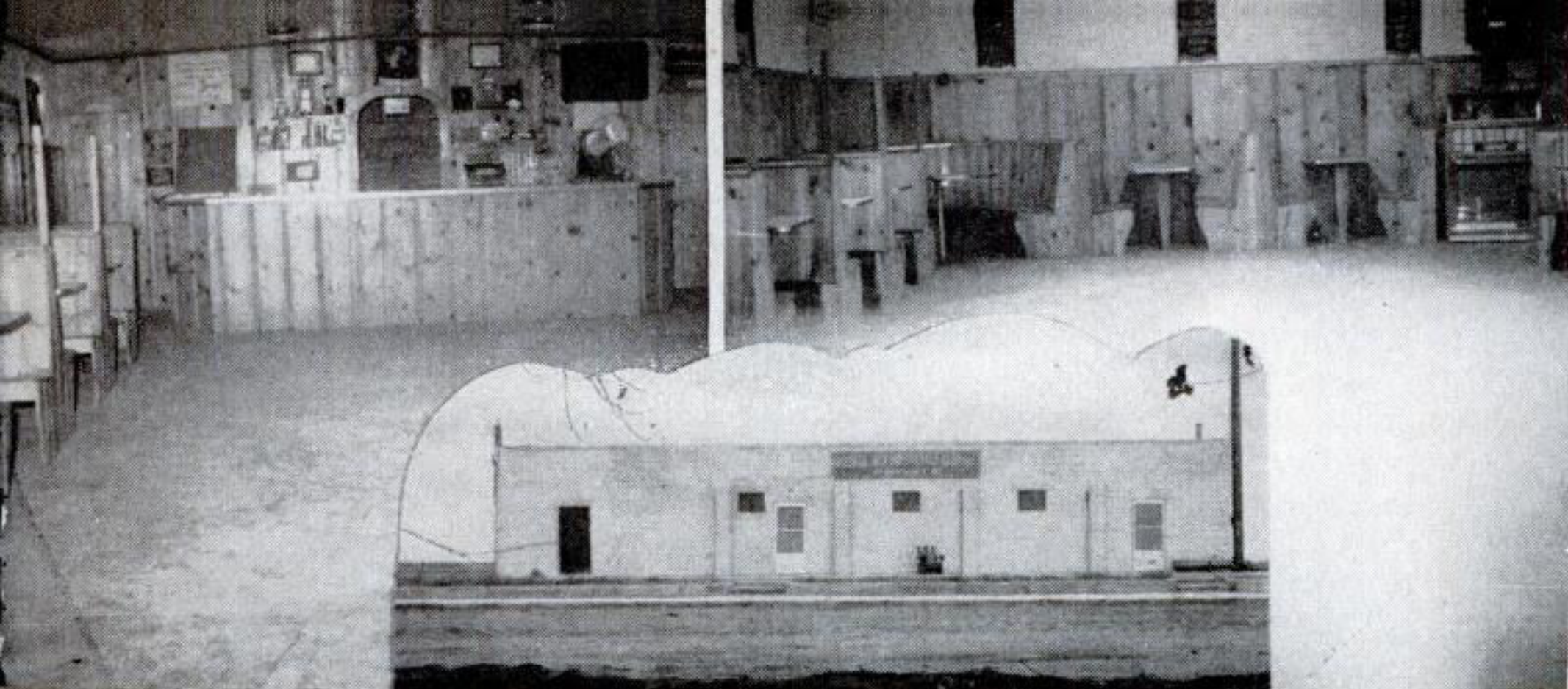
Emmett Moore Joins BSA Staff As Advertising Manager

Mr. T. A. Hodgdon, president of BSA Incorporated, announces the appointment of Emmett Moore, well known motorcycle enthusiast and writer as Advertising Manager. He is a motorcyclist of some 25 years standing, and, until recently was associated with the advertising department of the Indian Company, Springfield, Mass.

Some years ago, Emmett became associated with the Indian Company, who were, at that time, manufacturing motorcycles. He was editor of the company magazine for an extended period, and during this time also served as accessory manager. Being interested in American motorcycle lore, he was among the Charter Members of the Antique Motorcycle Club of America and is presently Secretary of that group.

Emmett Moore





Beautiful club house is pride of Wichita Jeeps

Wichita Jeeps Boast Flashy Club

The Wichita Jeeps MC, one of the most active clubs in the "breadbasket" of the world making their home in Wichita, Kansas, was organized in 1930 under the name of the Wichita Motorcycle Club. Clay Albrecht, one of the charter members is still an active member in the club.

In 1936 the name of the Wichita Motorcycle Club was changed to the now popular name of the Wichita Jeeps Motorcycle Club, which has been, and still is 100% AMA.

Under the leadership of the late George H. Merritt, Activity Chairman from 1940 to 1950, their club prospered and grew to one of the country's finest clubs, known from coast to coast.

For the past three years the popular Jeeps' membership in the club has been over 100 (Male) members.

Under the leadership of President Wayne Criser in 1950, the club was incorporated under the laws of Kansas.

During 1951 they bought 7½ acres of land and built one of the most beautiful club houses in the country. The concrete block building is 60' x 25'. Since then they have added another 10 feet that is used as a store room. Also a patio 30' x 18' and a cement sidewalk. The inside of the main building is finished in beautiful knotty-pine with a celetex ceiling.

Their club house was built for motorcycle riders and their friends, with an invitation open to all to stop in and see them. They say they don't claim the largest, but the finest motorcycle club house in the U. S. A.

Gust Wesner Passes On

Motorcycle enthusiasts over a wide area in the Mid-west will regret to learn of the death of a veteran motorcycle dealer, Mr. Gust Wesner of South Bend, Indiana, on November 24, at the age of 61 years. "Gust," as he was familiarly known to many friends, began his business career way back in 1927 as the Harley-Davidson dealer at St. Joseph, Michigan. Four years later, he took over the Harley-Davidson dealership at South Bend. He was assisted by his son William until the latter entered the Army in 1940. After the war, William returned and was a partner

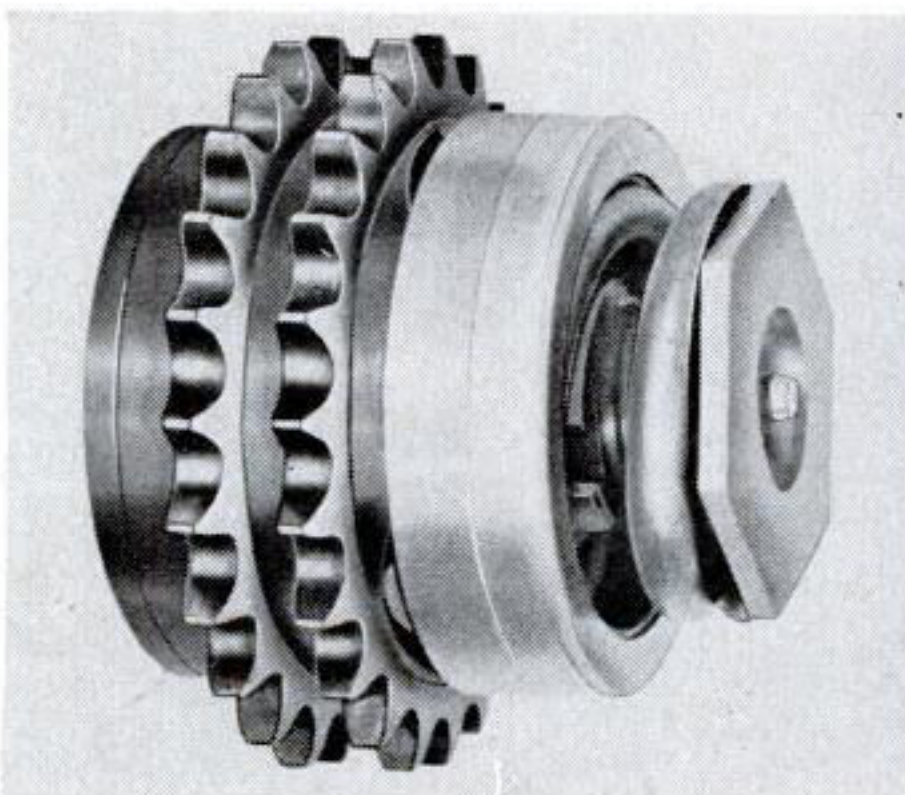
in the business until 1948 when William became the sole owner. In 1950, Gust again took over the business. In 1951, Mr. Wesner and William Kocsis of Kokomo, Indiana, formed a partnership. The day before his death, Mr. Wesner sold his entire interests to Mr. Kocsis. Left to mourn his passing is his wife and son and a host of friends in and out of motorcycling to whom AMERICAN MOTORCYCLING extends sincere sympathy.

Hillclimbers Send Condolence In Loss Of Steffenhagen

Robert Steffenhagen, Pittsford, N. Y., a Class B Hillclimber, his wife, Dorothy, and his brother were found dead from asphyxiation Sunday, November 14, in a house trailer near Redfield, N. Y.

Bob and Dorothy had just been two days married (on Friday) and were on a combination honeymoon and hunting trip with his brother Alfred, a S/Sgt., and Korean War Veteran, scheduled to be discharged from the Army, who was home on leave and best man at their wedding.

They had rented a trailer for the trip, bought hunting licenses in Pittsford, and stopped off in Redfield for supplies for the three days.



A revolutionary compensating sprocket, new in design and construction is now being offered by the Harley-Davidson Motor Co. Designed to fit all Harley-Davidson Big Twins, 1938-54, the compensating sprocket gives motorcycle riders performance and comfort never previously achieved. Once installed, all the rider need do is engage the clutch and the result is a smooth, effortless take-off.

That evening before going to bed it was reported that one of them had placed a bucket upside down over a gasoline lantern, a method used frequently by hunters for heating purposes.

The three were asphyxiated when the lantern burned all the oxygen from the tightly closed trailer.

Bob will be greatly missed by all those who knew him as one of the finest well mannered men in the motorcycle fraternity. He was well liked by all his competitors for his sportsmanship.

Red Bryan, the BSA dealer in Groveport, Ohio, who gave us this tragic news asked that AMERICAN MOTORCYCLING convey from all the hillclimbers their sincere sympathy to Bob's and Dorothy's families.

BSA Dealer Service School To Be Held In January

A Factory Service School for BSA dealers will be held during January 1955. BSA dealers and their personnel will gather at the Nutley, New Jersey, headquarters of BSA Incorporated to receive instructions from BSA factory specialists who are flying from England especially for this school.

During the school sessions, all BSA models will be covered, including the perky two stroke "Bantams," the 250cc o.h.c. C-11's, the popular 500cc o.h.v. singles, and of course, the well known "Shooting Star," "Golden Flash" and "Road Rocket" twins. Point of special interest will be the display and instruction on the new "Gold Star" clubman 500cc single. This model is a replica of the machines which have so convincingly won many top British and European Clubman road racing events during the past season, including a smashing Isle of Man victory. "Gold Star" clubman road singles with a top speed in excess of 100 MPH will be available on a limited basis during the 1955 season.

Lucas electrical equipment, Amal carburetors, and other BSA equipment will be thoroughly covered by competent instructors.

Enrollment in the BSA Dealer's Service School is by application only. Dealers interested are urged to immediately contact BSA Incorporated, 639 Passaic Ave., Nutley 10, New Jersey—attention Walt Brown, Service Manager.

E. V. Gumpert Export Manager At Harley-Davidson Retires

After 38 years with the Harley-Davidson Motor Company, E. V. Gumpert, export manager, has retired. His 38 years service dates back to October 16, 1916, just 13 years after the firm was founded.

According to president William H. Davidson his successor will be Ralph Loeffler who has been with the company since 1928 and served as Gumpert's assistant.

Stewart Wins Thunderbirds Tri-State Championship Endurance Run

The Pecos Valley Thunderbirds Motorcycle Club of Roswell, New Mexico, held their annual Tri-State Championship Endurance Run over a rugged 173.7-mile course made almost impassable by a devastating flood which occurred in the area just two weeks before, turning the normally dry valley into boggy swamps and running creeks and rivers. The club members spent these two weeks working day and night rerouting the course around the impassable places so the run could be held as scheduled.

Fifty-four riders from Colorado, Texas, and New Mexico left the starting line at one-minute intervals beginning at 7:01 A.M. After 18 miles the riders came to the first water crossing, where most of them bogged down in knee-deep water and mud. To make this place more interesting there was a secret check at the top of a steep hill just on the other side. Next came the Felix River crossing; then on to the Pecos River where the pathfinders had found a foot bridge to cross; then after miles of slick gooey mud, steep hills, railroad tracks, and arroya beds, they came to the final crossing of the Pecos River. Here there was no bridge and it was about 50 yards to the other side through swift water which was knee deep in places. A few riders made the crossing with no trouble, the less fortunate ones were pulled through by horses.

When the run was over and the scores



Top: Billie Lou Butler, one of the two girl entries in the Tri-State Championship Enduro, prepares to start out on the run. Bottom: Billy Fry of Amarillo, Texas, and an unidentified rider in one of the many Arroya beds.

Mt. Garfield Good As New

The Muskegon Motorcycle Club Auxiliary of Muskegon, Michigan had an extremely busy month during November as the club spent 3 weeks repairing the ravages made by the hard rains during the Fall, on Mt. Garfield.



Muskegon MC Auxiliary hold annual banquet at Gomery's Steak House with 15 out of 22 attending. Left to right, front row: Maxine Tobey, sergeant-at-arms was second in activity contest; Dorris Rose, first vice president was first in the activity contest; Norma Barringer, treasurer; Ella Dault, president; Gay Raymond, secretary; Eloise Sutter, second vice president, and Mrs. Ruth Erb who is eldest (in years) member. Back row: Dorothy Langlois, Beverly Barringer, Marian Johnson, Jerry Hekkema, Sally Dault Storck, Shirley Dault, Delores Sutter, and Irene Fordham.

totalled, George Stewart from Dallas, Texas, riding a Royal Enfield Scrambler, was the new 1954 Tri-State Champion, finishing with a score of 929 points. The Bantam weight trophy went to Leon Burkholder, from Albuquerque, New Mexico, riding a Harley-Davidson 165 and finishing with 630 points. Lightweight was Ronnie Lujan from Albuquerque, riding a James, and finishing with 554 points.

Mediumweight was J. R. Horne from Amarillo, Texas, riding a Harley-Davidson K, finishing with 877 points. Light Heavyweight went to Phil Durbin of Albuquerque, New Mexico, riding a Harley-Davidson KH with 913 points.

Heavyweight went to Billy Horton from Carlsbad, New Mexico, riding a Harley-Davidson with 110.9 miles. Ladies trophy was won by Dee Nelson of Roswell, New Mexico, riding a Harley-Davidson 165. The team trophy went to Jimmy Turnbo, Leland Meeks, of Pampa, Texas, and Billy Fry of Amarillo, Texas. All three were riding Royal Enfield Scrambler models.

Sportsmanship Award went to George Guenther of Roswell, New Mexico. Hard Luck went to Gene Weaver of Albuquerque, New Mexico. Distance trophy went to Jay P. Butler of Dallas, Texas and best-appearing rider and machine went to Stark Leighty of El Paso, Texas.

Scores Return Via Plane In Tri-State Championship

The Road Barons MC of Hamilton, Ohio, were almost as busy with activities during October and November as the Ohio State Buckeye football team was in winning the Big 10 Championship and the Rose Bowl clincher from arch rival Michigan.

The hill was badly damaged but is again as good as before. Many loads of clay and sand were put on the hill as three weeks of work will show.

The auxiliary put on dinners at the club house for those who worked and though it was a lot of work, they really enjoyed the gab sessions after dishes were done.

Closing out their 1954 season schedule found them joining hands with the Cincinnati Cavaliers MC for a bang up field meet held at the same spot where they held their Gypsy Tour earlier in the year. Everyone had a grand time at the event sponsored by Harley-Davidson Dealers James and Lawrence Peck of Hamilton, Ohio, and Ray "Handlebar" Konkler from Cincinnati, Ohio. Barney Smith of the Road Barons was high point man.

Dan Gutzwiller, Bob Moyer and Roy Steimel were busy during the last week of October laying out the Tri-State Championship Road Run held November 21. The run covered three states (Ohio-Indiana-Kentucky) for a distance of 196 miles. Ray Konkler is still talking about the run in which he won first place in the sidehack class. Some guys have all the luck. They say there isn't a hat in Cincinnati that will fit his head now!

The club used the second fastest way of getting the scores back to Hamilton from Madison, Indiana, when James Murphy, one of their members who has a plane flew them back.

Club members took part and donated \$17 to the Police Department for its party called Operation Pumpkin held on the school grounds Halloween night in order to keep the children off the streets. Donations were used to buy treats and toys for the kids. It worked just about 100%—no soapy windows or destruction that you usually see the night after Halloween.

It looked like the U. S. Army had invaded their club grounds the last week in November when all the club members were on hand putting up their new club house.

Sun Valley Riders Plan Civil Defense Training

The Sun Valley Riders MC out in Phoenix, Arizona, closed the '54 season by seeing plenty of activity.

Keeping the club hopping they had a Poker Run, Gold Panning Run, and Halloween Party.

They planned a run for November 27, to meet riders from California who were having a Poker Run over to Phoenix for the races being held there the following day with their members participating in half of the Poker Run.

According to their latest report the club is planning to join the Phoenix Civil Defense Program where they will attend school for their part in the program.

Forsyth County Club Commended For Their Community Work

The Forsyth County MC of Winston-Salem, N. C., spent the month of October participating in a parade, helping out in various drives to make money for different campaign funds, and planning their biggest race of the season, the N. C. State Championship held October 17.

The club received two letters of praise during November for their community work. One from the parade director of Yadkinville, N. C., for their wonderful help there and another from the campaign director in Winston-Salem.

Club activities have taken a back seat except for a Poker Run because of all the extra time taken up by civic deeds picking up pledges, etc. around the community.

Raising money for a good cause they sponsored a drive inviting all the other



Clay Nifong and Peggy Addertion receive trophies for Most Popular Girl and Boy rider in the Piedmont area.



Sun Valley Riders of Phoenix, Arizona, in parade during Fire Prevention Week.

clubs in the area to participate in the election of the most popular girl and boy rider in the Piedmont area. Each vote cost a dime and the proceeds were turned over to the Winston-Salem Cerebral Palsy foundation.

The contest ran from October through November, with Peggy Addertion and Clay Nifong being elected the most popular girl and boy riders in the Piedmont area.

No Muffler — No Ride

Richard Hill edged Harlan Hansen by 36 seconds to win the Roaduro sponsored by the Webster City MC of Webster City, Iowa, October 31.

Due to adverse weather conditions only 27 riders left the starting line in the 89-mile run of which half was on the road and the other half in mud and cross-country riding in which trophies were awarded for both halves.

Any kind and any size motor was accepted and put into classes accordingly, as long as it was equipped with a muffler. No muffler, no ride is the way they advertised the event.

There were 21 of the 27 starters who found the finish line with Hill the winner on a Triumph followed by Hansen on a BSA, both with a score of 973 but the edge going to Hill via the emergency check.

Following Hill and Hansen in the mediumweight class were Wayne Nelson on a Triumph for third with a 968 score, and Chuck Vreeland on a Harley-Davidson K with 942 points for fourth.

In the heavyweight class Paul Benshoof, Jr., took top honors riding a BSA with 971 points with William Hill close behind on a Triumph with 969 points for second. Third went to Bert Shank on a BSA scoring 956 points and fourth to D. S. Dytch on a Harley-Davidson with 949 points.

Four riders finished in the lightweight class with top honors going to Harley-Davidson rider Melvin Beaman with 959 points followed by Richard Bettencourt on an NSU with 939 points; Frank Dow, third on an Indian, 902; and fourth Albert Nesshoefer on a Cushman with low score on the run with 821 points.

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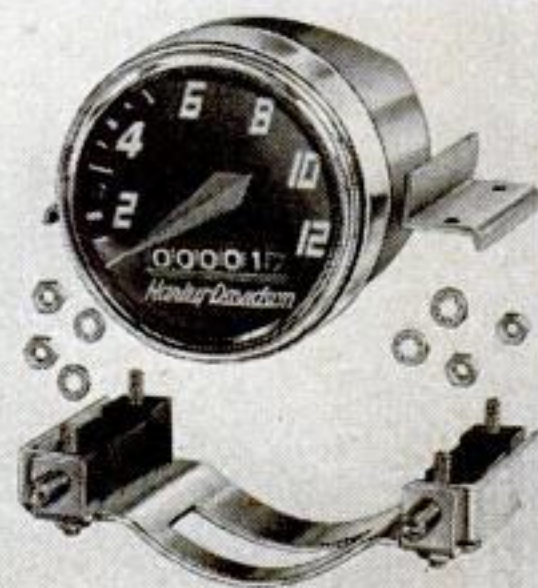
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See you at Daytona
on your '55 KH,
March 12 and 13.

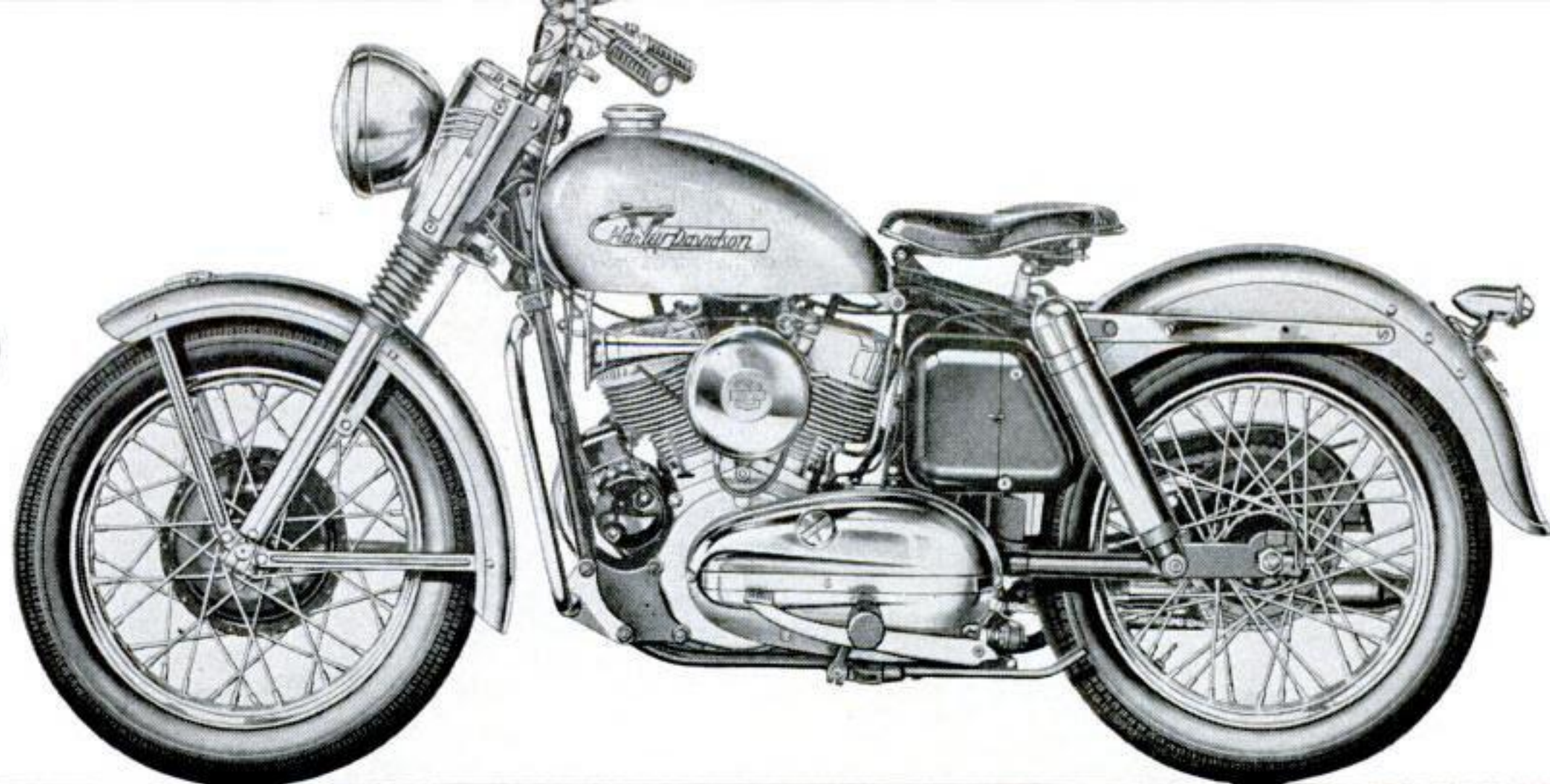
Swinging arm rear suspension
with automotive-type shock absorbers



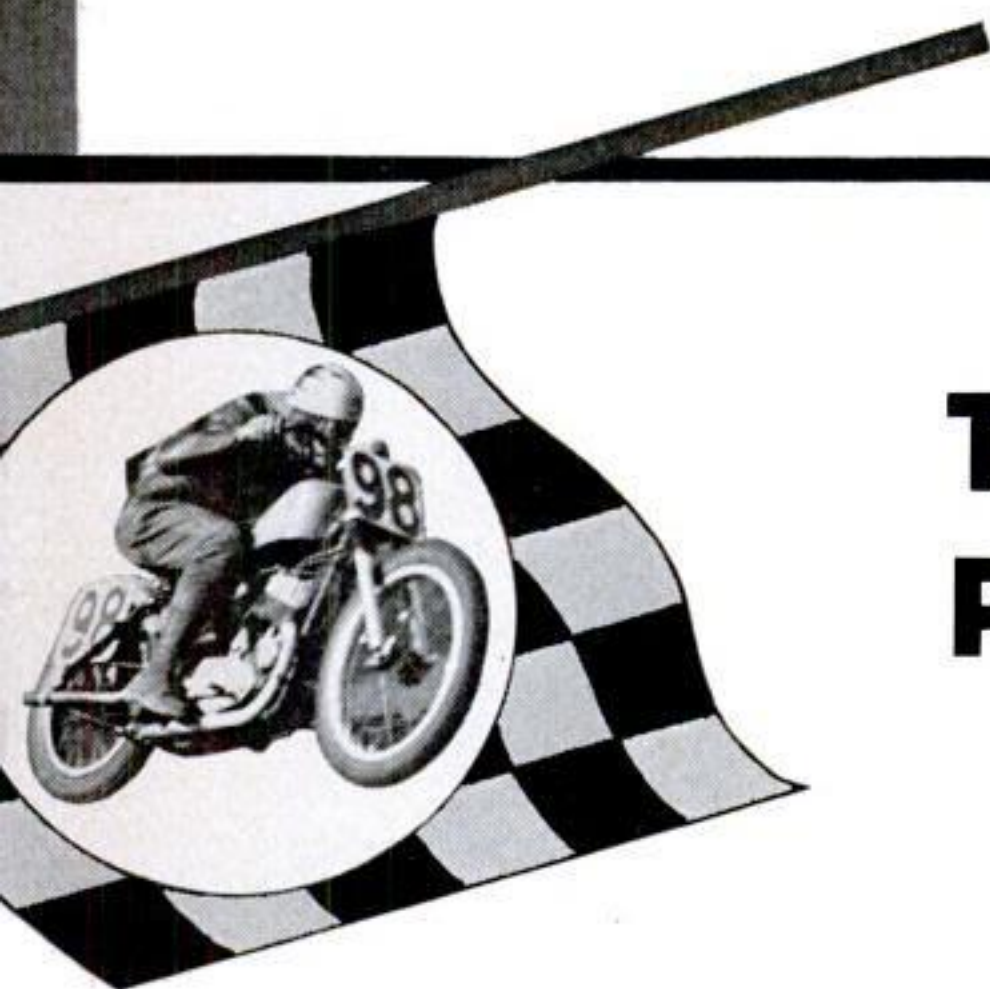
The speedometer is rubber-mounted for
accuracy and easy reading of speed

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us '55



Harley-Davidson



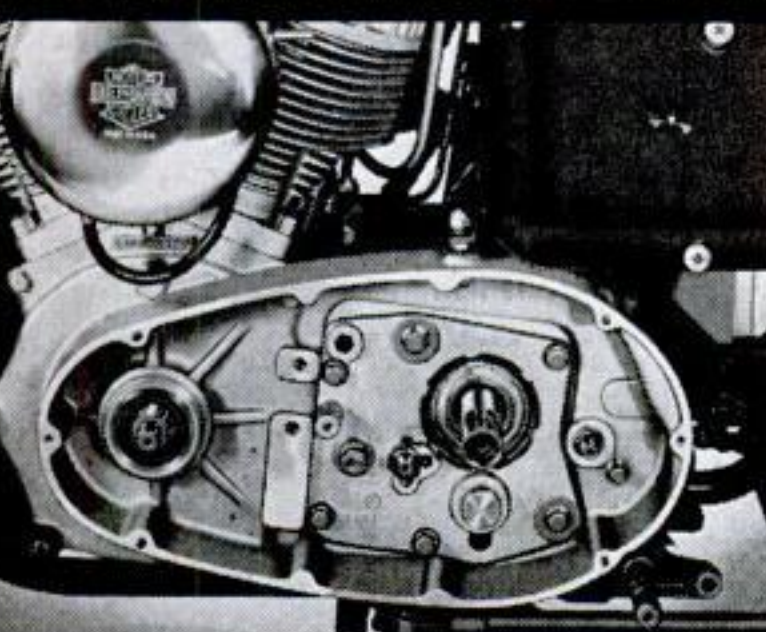
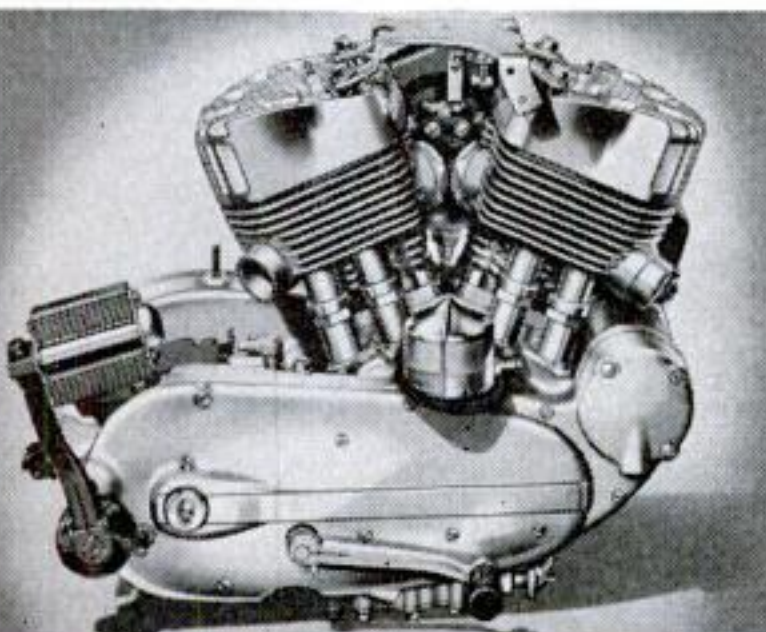
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The more you ride the KH, the more you will thrill to its outstanding championship qualities. In acceleration, it is breathtaking. In handling ease and maneuverability, there is just nothing like it. In riding comfort, it is unsurpassed. Its V-type engine delivers a smooth flow of maximum power. Its advanced design and highest standards of materials and workmanship assure you long satisfactory service with low upkeep cost. Drop in to your Harley-Davidson dealer and test ride the KH today. If you own a motorcycle of any make, old or almost new, ask about his attractive trade-in deal. Let him tell you about his easy-pay plans.

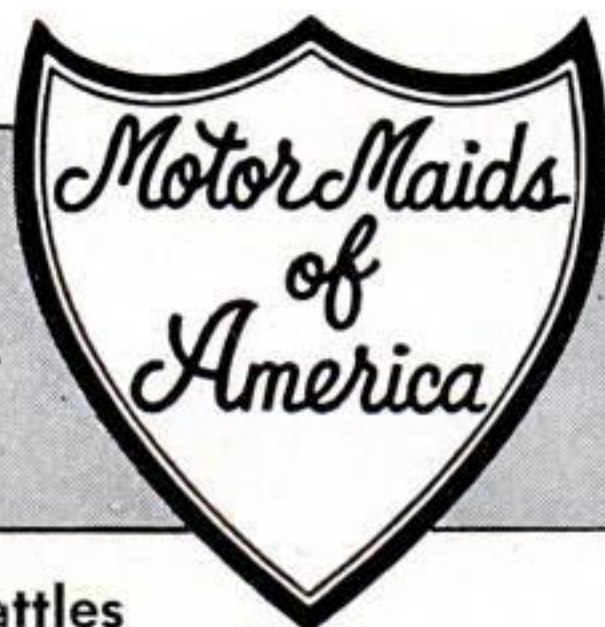
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Note V-type design of the KH engine. Same V design adopted by finest cars.



Access door on the KH permits quick removal of the entire transmission.

News OF THE ...



Motor Maids Activities

Columbia Sport Riders Club of Columbia, Mo. sponsored an Enduro Nov. 14th. The run was a tough one with water crossings and the whole works. Length of Run was 110 miles.

Two Missouri MMs entered, both winning trophies. Helen Blansitt, veteran rider from St. Louis, Mo., copped first place award for girls and won her class trophy also—Class A Lightweight. MM Ilene Tilson, Princeton, Mo., the other MM to enter received second place trophy in Class B Lightweight. This was her first try in the Endurance Runs.

* * *

Eleven girls attended the monthly get-together of the Southern California Motor Maids. This month the event was held at the home of Pat Michaels. The riding event was a Scavenger Hunt. The items to be found were things that could be picked up in the fields and pards. This way the neighborhood was not disturbed. Winner of the event was Mary Ann Prewitt. Next meeting will be held at the home of State Director Alice Wamsley, Downing, Calif.

* * *

Sarah Adams, Muncie, Ind. was the only girl to enter the 10-hour run in Ft. Wayne, Ind. recently. She won her Motor Class in the 240 miles run.

* * *

Ballots — Most Popular and Typical Girl Rider For 1954

Has your club received its ballots yet? Most important have you voted yet? Ballots were mailed around the first of December. If you have not received yours drop a line to AMERICAN MOTORCYCLING, 106 Buttles Ave., P. O. Box 1049, Columbus, Ohio. Be sure to include your correct mailing address.

The contest announcement and rules appeared in the September, 1954 issue and the contestants pictures appeared in the December, 1954 issue.

Remember the deadline for voting is midnight, January 29, 1955. As much as we would like to, it will be impossible to accept any ballots postmarked after this date. Don't put it off. Send your ballots in right away.

Tilson Tattles

Horses are causing a lot of trouble around the country lately. From California there is MM Ann Boon, who was thrown from one of the critters and suffered a slight concussion of the brain. Ann's former address was Danville, Ill., and has a great many friends through the middle west and is a well known girl rider.

Pat Boatright, Shreveport, La. also tangled with a horse . . . but literally. She was riding her motor and the horse was jay-walking. They both tried to avoid the other . . . yep, you guessed it, they both zigged and there was a contact of horse and motor. Donno wot happen to the horse but Pat was in the hospital a few days with head injuries and a broken ankle. Other casualties the last month, but horseless, were MM Lilyan Devore, Franklin, Ind. Downed by the mumps! MM Agnes Hunt having a bit of a tussle with a vertebrae that won't stay put. Nicky Hero sprained a knee . . . walking.

MM Lee Schoonmaker of Panama City, Fla. rode her motorcycle down to Mexico City for a glorious 20 day vacation. She was accompanied by her husband and another couple, all motorcycle mounted.

Decided to try my hand-lebars in Endurance Runs. There was one held in Columbia, Mo., only 175 miles from here, and they assured me it would be an easy one. I was told to start with the easier ones. This was to be real easy, nothing rough, etc. . . . wait til I tell ya!

I was late arriving. The last cycle left as I came in. Hurry, hurry, hurry. Forgot to ask what kind of markers or what signs they were using, couldn't even find the beginning of the run! Some kind cyclist came to my rescue and pointed out the first arrow. Plain to see on a telephone pole. Now, I really gotta get goin' . . . gravel road, dirt road . . . first check . . . I had made up lots of time . . . on my way . . . There's a water crossing! Over I go, that was easy, just got wet up to my knees. What's this? A barb-wire fence! Well, under we go . . . had to lay it down and drag it under . . . now on again . . . where's an arrow? There's a car . . . a checker? "Hey, are you a 'Checker'?", "What's a checker? I'm a hunter and I'm lost, where am I?" How did I know where the heck he was, where is that 'lil red arrow? Down under the fence . . . back across the water, up the hill . . . there it is!

I won't bother you with all the details. Suffice to say there was only one water crossing, of eleven inches deep to cross and I crossed five of them! Big steep hills, no roads, then rock roads, logs, cow trails, rickety bridges . . . I wouldn't even ride a burro over those trails! Through farm yards and once I actually had to bump a pig. He wouldn't yield the right-of-way. Hunting season was in full swing, or should I say full shot! Lots of deer hunters about. Now, I wasn't afraid of being mistaken for a Deer . . . but some of those boys shoot Jack rabbits and squirrels!

Who said this was easy! I made it, but it was dark when I got in and the last checker had given me up as being drowned because he came in before I did. Looked around and saw MM Agnes Hunt of K.C., Ginny Vierman and Helen Blansitt of St. Louis and lots of guys I knew. Saw some fellow members of the Lucky Rambler Club of Brookfield, Mo., said "Howdy" to all and left for home because I had to get up early next morning, (If I could rent a hoist). Imagine my surprise later on in the week to find I had won second place trophy in the Class B Lightweight division. Fellow Club Member, Tux Helms, Brookfield, Mo., won first. Those 18 bruises and four burns haven't bothered me a bit and I certainly intend to ride more enduros.

The November bulletin of the American Motorcycle Association calls attention to the rule that "Women will not be permitted to compete or participate in any Hillclimbs, race meets or exhibitions where speed is a determining factor" . . . it then says, "that drag races and Scrambles are considered speed meets, therefore women cannot compete." There it is, girls . . . It's not only for Motor Maids, but for ALL AMA Girl Riders.

Didja yall have a nice Christmas? Write and tell me about it.

Happy New Year!

CHAMPION CLUBS

Newport News MC
Hampton, Va.
Meriden MC
Meriden, Conn.
Sun Valley Riders MC
Phoenix, Ariz.
Illiana Lucky Wheels MC
Hammond, Ind.
Middle Georgia MC
Macon, Ga.
Salem County MC
Elmer, N. J.
Cyclettes MC
East Greenwich, R. I.
Road Barons MC
Hamilton, Ohio
Peoria MC
Peoria, Ill.
Forsyth County MC
Winston-Salem, N. C.

AMERICAN MOTORCYCLING

The American Motorcycle Association, over the years, has been a vital asset to our community. It has done a public relation job that cannot be equaled by any other organization, whether it be sport or convention. We would hesitate to hazard a guess as to the amount of revenue that has reached our community as a result of this major activity. We do know that bank clearings reach a new high, after the motorcycle races and we know that newspaper circulation is at its highest point during and after your members have visited our city, which means that the interest nationally brings that added publicity for Florida in general and Daytona Beach in particular.

Each and every member of the Central Labor Union either owns their own home or are taxpayers and so we feel that anything that can be done to foster a program that brings added revenue to our city, will generally benefit all of us. In turn, we want to do everything possible to retain the implements and location that obviously meets with your approval as the annual interest that is shown internationally means that Daytona Beach has something no other community can present, namely the famous "Beach." We are proud of our community and we are happy with the reaction of high officials in our efforts to do the right kind of a job. This can best be stated from an excerpt of a letter from State Representative Thomas Cobb, of our city and we quote: "Labor has demonstrated its willingness and ability to work shoulder to shoulder with all other segments of the community for the greater benefit of the entire community. The Central Labor Union has, by its public spirited interest saved for the City, two of its foremost promotions, the annual National Championship Motorcycle Race and the annual AAU Swim meet. Those of us who have long been friendly to labor's cause are naturally delighted to see this conclusive evidence of civic cooperation" (unquote).

We would be remiss if we did not give full recognition and thanks to the Central Office of the American Motorcycle Association, through its Secretary E. C. Smith, for the fine assistance and advice given to us; to your magazine, AMERICAN MOTORCYCLING, that has publicized this activity into almost every section of the world and thus brought something that we could not have otherwise obtained, international publicity for the City of Daytona Beach. You have a rather unique organization, in that your members vie with each other in helping to handle so many of the details connected with such a major promotion and they do this simply as a gesture of good will. No other organization has members who will take time out from their work, use their own equipment to lay out trial runs, handle checking, technical inspection,

pit stewards and the many other duties that develop in a week-long program. Apparently, the aims and purposes of your organization is to promote a high standard of public relations and the record of your members in that respect speaks for itself.

It is a comforting feeling to walk down the street and be greeted with the statement "we are glad that the motorcycle boys are coming back, thanks to the efforts of the Central Labor Union." And we as the official committee for the program, wish to pass this along to each and every member of your organization "Welcome back to Daytona Beach and we wish to assure you that we are making every effort to make it possible for the American Motorcycle Association to have a permanent location for this famous beach race.

Signed

Robert Palmer,
President Central Labor Union.

RANCH RUN from page 10

Drag Races—250cc and under—first Robert Stroker (Tri), Ft. Worth, Texas; second Dale Gerred (Tri), Wichita, Falls, Texas; third Leroy Winters. 45 cu. in.—first Charles Blumentritt; second Jack Wilson; third Gerald McIntyre (Tri), Wichita Falls, Texas. 80 cu. in.—first Roland Mitchell (H-D), Dallas, Texas; second Lloyd Ruby (H-D), Wichita Falls, Texas; third Doyle Smith (H-D), Wichita Falls, Texas.

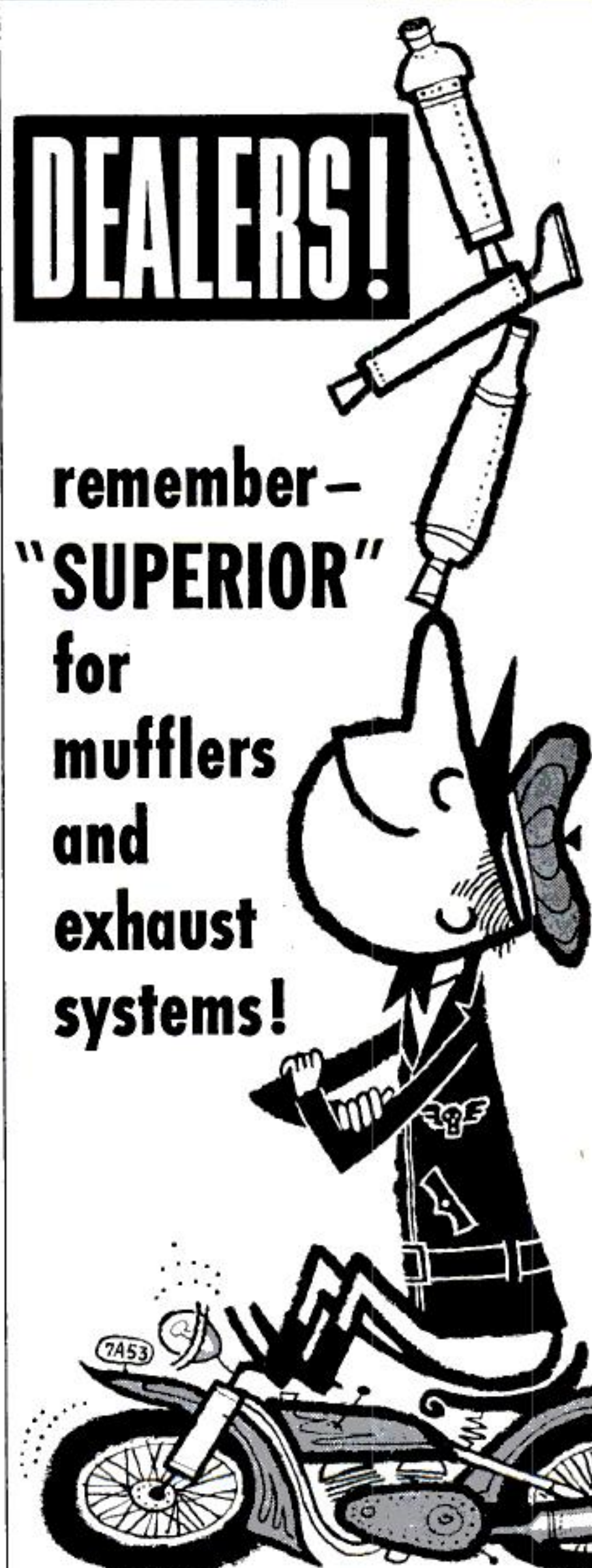
The man to receive the high point trophy for the field meet was Charles Blumentritt from San Angelo, Texas, riding a BSA. The trophy for the person traveling the farthest distance to attend the Ranch Run went to Red Werner of Houston and the trophy to the youngest rider to finish the Ranch Run went to Gene Hughey riding a Triumph, 15 year old Wichita Falls boy. All trophies were presented by Mr. F. L. Cruse of the Cruse Tire Co. of Wichita Falls "in the interest of furthering the promotion of sporting events in the Wichita Falls area"; all trophies were displayed on the television sports programs of station KFDX the three evenings before the Run, and a very descriptive discussion of the run was presented by Tom Crane popular local sports announcer.

Following the field meet, "Pap" Ancell brewed another kettle of his famous coffee and Jim Andrus revived what was left of the barbeque, and while everyone else feasted, George B. (Bull) Ancell, Jr., went looking for a hiding place for the night event, a Rocket Run on the 30,000 acre layout. At 8:00 p.m. the first rocket sailed into the air and once again the crisp night air was echoing with the drone of motorcycles. The first man to discover the hiding place was Gerald McIntyre riding a Triumph followed closely by Bill (Roundboy) Williams on a Harley-Davidson, both of Wichita, Falls.

This signaled the end of the most success-

ful Ranch Run ever staged. Complete cooperation was shown by both city and state police, local newspapers, and television stations, and as the last trailer load of machines rumbled over the Ancell's cattle-guard, leaving nothing but the distant yapping of the coyotes to disturb the night's air, the local ranchers said they thought they could hear a machine, possibly a ghost rider, still trying to find his way.

The Ranch Run is sponsored every year jointly by the Motorcycle Service Co. and Kickapoo Kowboys motorcycle club of Wichita Falls with the cooperation of George B. (Pap) Ancell, Mrs. Ancell, and George B. (Bull) Ancell, Jr. It is sanctioned by the American Motorcycle Association.



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MINUTES

from page 13

Tourist Trophy	Peoria Motorcycle Club	September 11	\$3,000.00
Endurance Run	Lansing Motorcycle Club	September 4-5	
Pikes Peak Grand Prix	Pikes Peak Hill Climb Ass'n.	September 5	\$2,500.00
Class A Hill Climb	New England Dealers' Ass'n.	September 18	\$2,000.00
	DIRT TRACK (1/2 Mile)		
5 Mile	Virginia Motorcycle Clubs, Inc., Richmond, Va.	May 29	\$3,000.00
6 Mile	Black Hills Classic Sturgis, S.D.	August 14	\$3,100.00
7 Mile	Minnesota State Fair St. Paul, Minn.	September 3	\$3,200.00
8 Mile	Schererville Speedway Hammond, Ind.	August 7	\$3,300.00
9 Mile	Wisconsin State Fair Milwaukee, Wis.	August 27	\$3,400.00
10 Mile	Charity Newsies Columbus, Ohio	June 12	\$3,500.00
	DIRT TRACK (1 Mile)		
15 Mile	Du Quoin State Fair Du Quoin, Ill.	August 28	\$4,500.00
20 Mile	San Francisco M/C San Francisco, Calif.	July 24	\$5,000.00
25 Mile	Illinois State Fair Springfield, Ill.	August 21	\$7,500.00
Cross Country Run	Orange County M/C Santa Ana, Calif.	January, 1956	

Aub LeBard gave a complete report on the Catalina event in which he outlined the mistakes that had been made in publicizing the type of event, and the fine public reaction that was being built up through profiting by past experiences. His able presentation clarified all questions that were asked by the committee and given a vote of thanks.

The Southern California Sports Committee were granted the Catalina Grand Prix as a Cross Country Race and under Class A (formula) rules.

Secretary Smith outlined a new type of competition, which he classified as "Sportsman." He presented a program for the average road rider, a program that would permit the individual owner to compete in most every type of competition. This type of competition would permit the use of a standard production road motorcycle, as specified by the manufacturer. There would not be any prize money or any competition license required, and only for trophy awards. It definitely drew the line between the present commercial side of competition and the sportsman side. He urged that the committee take action on this program as there was a mounting interest in various types of speed events, other than road activities. Our present Class (formula) C activities furnished entertainment for the member and should be a definite part of our program; while the Sportsman Class gave that member an opportunity to gain experience by using his road machine, without getting into the specialized phase of Class (formula) C. The committee unanimously approved the program and authorized the Chairman to formulate rules for this new type of competition and make up a special supplement covering each and every type of event that would come under this classification. A committee composed of Secretary Smith, Jim Davis, Aub LeBard, John Esler and Reggie Pink, was appointed to submit the rules and regulations to the committee for final consideration and approval so that they would be available for the 1955 season.

Classification of equipment for Endurance Runs, Reliability Trials, etc. was changed to the following:

Flyweight Class	125 cc	Limit
Bantamweight Class	165 cc	Limit
Lightweight Class	200 cc	Limit
Mediumweight Class	250 cc	Limit
Light Heavyweight Class	750 cc	Limit
Heavyweight Class	OPEN	

In all National Championship dirt track race meets, the elimination heats shall be 5 miles in 1/2 Mile tracks and 10 miles on Mile tracks.

On all Speedway events on tracks of one mile or over, and where Novice events are scheduled, the Novice must have at least 20 points before they can compete.

Retroactive to 1954, a Novice must have 40 points before he can be advanced to the Amateur Class, and an Amateur must have 60 points before he can be advanced to Expert.

Delete the word "consolation" from all National Championship entry blanks.

When the Central Office has a spot check on motor measurement, instead of measuring the three place winners, three names from the 12 qualifying riders be drawn from a hat and those selected, have their motors measured.

In the event of rain and 50 per cent of the program has been completed with not any refund to spectators, the balance of the purse be paid to qualified contestants.

It was recommended that instead of using the word "Class A, B or C," we use the word "Formula" A, B or C.

It was further recommended that all road markers for road runs carry the words "No Smoking." This will meet with unqualified approval of Forest Rangers.

ARTICLE VII, Section 26, add: A.M.A. membership card and competition license address shall be the determining factor.

ARTICLE II, Section 6, (B): Credit points will not be given for Road Runs, Reliability Trials and Endurance Runs less than 50 miles in length.

ARTICLE II, Section 6: Change to read—100 points will merit advancement.

ARTICLE VII, Section 8: Add—minimum age for competition license is 18 years old.

ARTICLE VII, Section 12 (b): Add—there must be six contestants to constitute a Class or an event.

ARTICLE VI: Change to read—where an entry fee is charged, the maximum shall be \$2.00.

ARTICLE VII, Section 18 (a): Change to read—Under penalty of disqualification, not any motorcycle shall be used by more than one contestant in any specified day's program.

ARTICLE VII, Section 21: Add—All closed circuit courses must be run counter clock wise.

ARTICLE XVII, Section 22: Add paragraph (a)—Finishing point in all runs must be a known control.

ARTICLE XVII, Section 38: Change to read—A round faced pocket watch with minutes and seconds clearly indicated shall be used by the checker.

ARTICLE XVII, Section 52: Change to read—Secret checks shall be opened 30 minutes before the time the first rider is due.

ARTICLE XVII, Section 73 and 74: Change to read—Any rider cutting the course or more than 30 minutes ahead of schedule on any part of the course, shall be disqualified at that point and credited only with mileage covered to the last known check point and shall be eligible for awards. This time limit may be reduced at the discretion of the promoting club.

Secretary Smith thanked the members for their fine cooperation in leaving their regular work and spending so much time in making rules for the benefit of the sport and the individual rider.

Not any further business to come before the meeting, motion was made, seconded and carried to adjourn, subject to the call of the Chairman of the Competition Committee.

RESULTS COVERED WAGON ENDURO

Grand Champion, Don Pink, Yonkers, N. Y. H-D 956				
MEDIUMWEIGHT CLASS A				
Posi- tion	Name	City-State	Machine	Score
1.	Paul Walton	Woodbridge, Conn.	TRI	831
2.	Don Burnett	Danvers, Mass.	TRI	796
3.	Frank Kokoszka	Rockfall, Conn.	BSA	779
4.	Henry Zientek	Milford, Conn.	BSA	564
MEDIUMWEIGHT CLASS B				
1.	Ray Hayes	Manchester, Conn.	TRI	744
2.	Fred Sachs	Cropseyville, N. Y.	TRI	710
3.	Marvin Secor	Troy, N. Y.	TRI	667
4.	Ray Sievert	Meriden, Conn.	TRI	626
LIGHTWEIGHT CLASS A				
1.	G. Frank Dean	Souderton, Pa.	H-D	874
2.	Joe Kastner	New York, N. Y.	H-D	817
3.	Bill Crowley	Watertown, Mass.	DOT	173.2 Mi.
4.	Christy Scholar, Jr.	New Britain, Conn.	ZUN	152.0 Mi.
LIGHTWEIGHT CLASS B				
1.	Walter Knights	Bennington, Vt.	TRI	767
2.	Richard DeBie	Scotia, N. Y.	MAT	716
3.	Bob Hicks	Beverly, Mass.	BSA	654
4.	Gorge Freeman	Hamilton, Mass.	ZUN	173.2 Mi.
BANTAHWEIGHT CLASS B				
1.	John Miller	Trumbull, Conn.	TRI	158.0 Mi.
2.	Donald Pittsley	New London, Conn.	TRI	97.2 Mi.
3.	Joseph Rossi	Naugatuck, Conn.	JAMES	97.2 Mi.
4.	Joseph Cernik	Schenectady, N. Y.	H-D	31.6 Mi.
DEALERS CLASS				
1.	Ralph Strong	Quaker Hill, Conn.	IND	173.0 Mi.
2.	Fred Marsh	Warehouse Pt., Conn.	IND	128.0 Mi.
GIRLS CLASS				
1.	Leslie Pink	Yonkers, N. Y.	H-D	48.4 Mi.
TEAMS				
1.	Meriden MC	Kokoszka, Hayes, Scirpo		
2.	Milford Riders MC	Walton, Zientek, Chandler		
3.	Meriden MC	Sievert, Kuda, MacDermid		

Newport News MC Members Collect \$3,000 In Cerebral Palsy Drive

Vennes Ramey, president of the Newport News Motorcycle Club of Hampton, Va., says their club participated in the Cerebral Palsy Telathon held in their home town recently, acting as dispatch riders to pick up donations in the Cerebral Palsy Drive.

Jane Bryant, one of the girl members, also gave a helping hand as she took on a man-sized job answering the phone which rang continuously all day long.

Their club collected over \$3,000 in the drive.



These riders took part in Cerebral Palsy Drive by picking up donations. Left to right: Vennes E. Ramey, president of Newport News MC; Jane Bryant who handled all the telephone calls; Floyd Hurt, vice president of the club; Dayton Hilton; Sam Shuler; Elwood Culbert; Jack Windley; J. B. Powell, road captain; John Barlow; Edward Bowman; Eugene Knighton; Lefty Tribbett; Fred Tomm; John Adams, secretary; Webb Edwards; Chuck Williams; Ronnie Reeves; Shorty McEwan, and Forrest Barker.



George Heck of Pottstown, Pa., poses with family and trophies after scoring a double victory by winning the expert final and then the Tri-State Championship.

Heck Wins Ramblers Tri-State TT Championship

Members of the Happy Ramblers MC wound up their busy season of TT racing for 1954 with a Tri-State Championship at their track in McSherrystown, Pa.

George Heck from Pottstown, Pa., scored a double victory on his Triumph during the race when he took the expert final in the regular race program and roared back to take the Tri-State Championship title.

Pennsylvania rider James Rorrer from Hanover and member of the Happy Ramblers scored a victory for his home town fans by taking the novice event. Charles Zerphey from Elizabethtown was top amateur of the day by winning the amateur final.

After winding up their racing season, club members split up the following week with some enjoying a ride over the Sky Line Drive, while others went along as a cheering section to Reading for the 125 races and booted home Harold Hartlaub and John Morehead to second and fourth places respectively.

Club scribe Kathryn Morehead says just about everyone came to their Halloween Party masked and everyone had a dandy time.

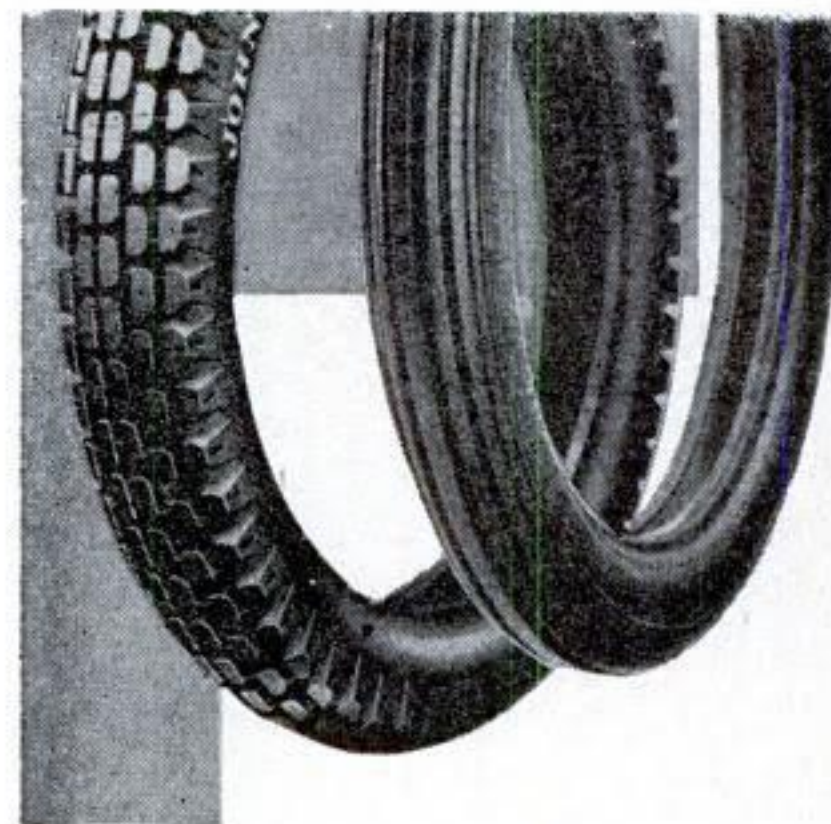
Ariel Dealer Service School Announced By BSA Incorporated

A Factory Service School for all Ariel dealers will be conducted January 1955 at the Nutley, New Jersey, headquarters of BSA Incorporated, Eastern U. S. distributors of Ariel motorcycles. This school will be open, upon application, to motorcycle dealers interested in handling Ariel motorcycles.

A specialist from the Ariel factory in Selly Oak, England, will be on hand with up to the minute information on all Ariel models including the lively 200cc "Colt," the handsome "Huntmaster" 650cc twin, the famous 1000cc "Square Four," and the latest addition to the line, the striking and zestful Ariel 500cc "Scrambler." All models will be on display at the school, and actual work will be done by trainees.

This Ariel Dealer Service School points up the growing popularity of Ariel motorcycles throughout the world. In the Eastern U. S. Ariel is to be presented as a completely separate franchise covering the complete and comprehensive range of Ariel models, in every price and capacity bracket.

Attendance at the school is by application only. Interested parties should contact BSA Incorporated, 639 Passaic Ave., Nutley 10, New Jersey—attention Walt Brown, Service Manager.



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JOHN BULL TIRES



200 W. Walnut St., Pasadena 3, California

INDIANS from page 15

our shoulders as did the albatross from the Ancient Mariner's.

After a quick restaurant lunch, we stocked with groceries, gassed and oiled our steeds, and impatiently took to the open road.

Winding up the north side of the valley rim the Big Oak Flat Road curves through several tunnels, and offers some spectacular scenery as it touches the outer edges of high escarpments overlooking the Merced Canyon. The atmosphere became noticeably colder as more altitude was gained, and the familiar snow banks soon re-appeared.

Angling northeast at Crane Flat the highway climbs an easy grade to the White Wolf Lodge turn off. Magnificent views unfolded as we rose ever higher. Rolling timber-covered hills gave way at intervals to bare granite outcroppings covered with a deep mantle of snow. Frequent breaks in the forest afforded glimpses of the jagged peaks of Sawtooth Range to the north and Cathedral Range, eastward.

Suddenly our splendid highway narrowed to a single lane!

We were well informed as to what to expect in the next twenty miles. This section of the road follows an original route built in early California days to bring ore from almost inaccessible mines. It is rough, steep and narrow—no place for a squeamish driver. There is no doubt that the motorcycle is the only kind of vehicle for the road here.

Within an hour the indigo waters of Tenaya Lake appeared. Lying at 8141 feet and guarded by majestic Tenaya Peak this Alpine body of water was a favorite camping area for the early day shepherds and their flocks during the summer months.

We had tentatively picked the eastern tip of Tenaya as a camping spot; we reconsidered when it was discovered that only one small area was devoid of deep snow. The

upper end of the lake was still frozen, and a decidedly raw wind was already making up from its western end.

What had been a sunny afternoon now at three o'clock became one of long intermittent shadows cast by rolling cumuli and high cirri. The weather again glowered, although we had been assured that clear skies were the rule.

As a mere eight miles separated us from Tuolumne Meadows it was agreed that we push on and settle for the night there. We found campground tables buried under tons of snow while every open spot was a morass of snow-water. The meadows were completely hidden beneath ice and snow. Not a stick of firewood was to be found.

Obviously this was no place for us. But what to do!

Loathe to leave so soon after our long trek in we decided to ride back to Tenaya for another look-see.

A shrill wind now whistled the length of the lake, but we mushed in through rotting snow drifts to give the place a good going over. Too much snow and water, too much wind!

Our only alternative was to crank up and get out fast. What was supposed to be clear weather had decidedly turned into something resembling snow a-coming. A thick layer of wind-driven clouds obscured the sky, and mists settled around the nearby peaks.

Fog was lowering as we sailed through Tioga Pass between eight foot high snow banks. Now it was down hill past frozen Ellery Lake and along the tortuous and twisting grade to the shelter of Tioga Canyon and its groves of cottonwoods.

As we were the only campers in this location the choice of campsites was ours. Our tent was soon up, the motors covered and a hot cup of coffee in the making. High above the canyon walls vapor formed and was torn assunder by violent updrafts, but in our cozy hideaway hardly a breeze stirred.

After supper the weather situation was

given a thorough going over with no bets placed on rain before breakfast.

Four A.M. Rain beat steadily against our tent.

Rousing only long enough to pull the tent flaps tight we continued our snooze until well after sunup time.

The possibility of encountering rain had been considered before the start of this trip, and adequate preparations were made early. We would soon learn whether our camping experiences plus thoughtful preparation would combine to make us comfortable.

After arising we remained in the tent long enough to pull waterproof rain jackets over our clothes; then we moved outside and quickly erected a canvass tarp to cover the campground table and extend over the front edge of our sleeping quarters. Now we could move around under cover and prepare breakfast at leisure.

Our spot had been chosen with care. There was adequate drainage away from the tent and protection from the wind by trees on two sides and a high rock bluff directly in front. For warmth we built a fire against a vertical fissure in the face of the rock wall. The crack formed a perfect chimney for drawing off smoke, and the flat rock surface made a good heat reflector. We used a folding grate placed across two stones on either side of the fire to support cooking utensils.

After breakfast the storm eased long enough for us to erect a second tarp to act as an extension of the first one.

By mid-afternoon the storm was clearly breaking up. Rifts in the overcast became great chasms of sunlight revealing a new covering of snow on nearby mountainsides. Icy vapors still boiled across the high ridges and shredded to thin wisps as a brisk wind tore them apart, but the rain had subsided to a faint sprinkle at infrequent intervals.

Taking advantage of a particularly favorable lull we warmed up our cycles, and rode six miles to the windswept village of Leevining. This small town lies at the very edge of the Sierra, and overlooks, at 6805 feet elevation, Mono Lake with its barren shorelines and the high plateau country extending through Nevada and into Utah. It is a land of vast open spaces—the lair of the coyote and home of range cattle. Southward across the plateau rise the sentinel-like Mono craters, eerie reminders of an ancient age when active volcanoes were shaping the contours of this continent.

After a short visit to a local grocery store we returned to camp, cooked supper, and plotted tomorrow's activities. It was decided to maintain our present site as a base camp for at least another day while we rode in to the Devil Postpile on unburdened motors.

Sunday morning sparkled with a rain-washed clarity that left us breathless and tingling with anticipation of the ride ahead. Swinging out of Tioga Canyon early we



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CITY ZONE STATE

DISTRICT MEETINGS THAT HAVE BEEN ARRANGED

Jan. 9th	Florida	Sarasota, Florida
Jan. 16th	Western Pennsylvania	Pittsburgh, Pennsylvania
Jan. 23rd	Eastern Pennsylvania	Reading, Pennsylvania
Feb. 3rd	Western New York	Rochester, New York
Feb. 4th	Eastern New York	Utica, New York
Feb. 5th	New England	Providence, Rhode Island

were soon headed south on U. S. 395 to the Mammoth Lakes cutoff, twenty-six miles distant.

Very little early season traffic was encountered as we cruised at a good clip along a perfect highway, but an extremely cold wind moving down from the Sierra snow-pack quartered across from the southwest and blew in behind our windshields. Suddenly my eyes began to sting and water to such a degree that it was impossible to keep them open. I slammed on the brakes and stopped beside the road as blind as a bat.

Ordinarily I ride without goggles, and depend upon the windshield to deflect wind currents, but obviously the time had come to forgo this pleasure. After a good cry and sopping with an handkerchief I donned goggles and moved on, sadder but wiser in the ways of cold cross-winds.

In short order we arrived at the Mammoth Lakes where we sidetracked to a gravelled but well-graded road to the Mammoth ski area. Car loads of skiers from Los Angeles, after an all night trip, had already arrived for early morning runs, and a gay party was assembled at the parking space which marked the end of the main road. What we took to be a decidedly rough continuation of the road disappeared over the crest between high snow banks.

Al, an avid amateur geologist, could practically smell the strange lava crystal formations of the Devil's Postpile from here; so there was no turning back. Even if it meant mud, ice and rocks for miles on end we were going in. Some said it was four miles; others vaguely mentioned eight or so.

Eight full miles it was; then over crusted snow we walked the last half-mile to a well placed U. S. Forest Service sign which related a brief account of the origin of the Devil's Postpile. Immediately behind it arose the warped heap of many-sided pillars from which this national monument derives its name. To Al here was paradise indeed. I could take it or leave it.

After a short but respectful silence while my partner delved among the ruins of antiquity I ventured the query that it might be well to start moving if we were to lunch in Leevining. With a few false starts and many a longing back-glance Al grudgingly shuffled after me as we started out to our waiting steeds.

The ride back to the summit was accomplished without mishap. With the ice-laden wind now at our backs, we made good time on the main highway but occasionally a

strong gust would whip in from the left and literally pick us up and move us to the shoulder. We slowed a bit, and were not troubled thereafter.

Monday morning early saw us packed and ready to move. We skirted the west end of Mono Lake on 395; then climbed a sharp twisting grade to Conway Summit. Here again our two-wheelers proved their maneuverability by permitting us to pass slowly moving vehicles in places impossible to an automobile.

We learned in Bridgeport that Sonora Pass was closed by snow and slides. Plans had been made to re-enter the high Sierras through this pass and camp at Kennedy Meadows, but under the circumstances it was clearly impossible; so we rode for Carson City, Nevada.

Three miles south we swung west sharply and immediately began the ascent to Lake Tahoe, largest inland body of water in California. Actually the lake lies in Nevada as well as in California with the state line splitting is slightly east of the center.

Shortly its deep blue water became visible through the surrounding pine forest. We coasted easily along its eastern shoreline for several miles then angled southwest to Tahoe Valley.

Because of the commercialized nature of this area there was little to interest us here; so we kept moving. At the junction of state highways 50 and 89 we paused long enough to read a large sign announcing that all secondary passes were snowed in. Our only choice remaining was to continue on highway 50 to Placerville.

Snowbanks lined the highway from Echo Summit to Sacramento Camp, and a raw chill penetrated our warmest togs. Although we were riding at an elevation 2000 feet lower than at Tenaya, the dark atmosphere felt much colder. We literally shivered in our boots.

As the afternoon wore on we anxiously sought a side road that might lead to the river and good camping, but many miles slipped past before a forest service campground was located that would permit a screen of trees between us and the road. Here again we were the sole occupants, and we crowded as close as possible to the bluff overlooking the river in order to drown the noises of truck traffic in the stream's music.

Tuesday morning we could smell it in the air—rain!

A roaring wind shook the forest, and drove fast rolling clouds from the southwest. We had barely finished breakfast when

an initial faint stirring in the treetops announced the beginning of a blow. A few scattered drops of water had fallen by the time we were packed.

With a new storm moving in we hastened to move out. As we sped westward a black curtain appeared always to be closing in behind; yet it never reached us. Scattered sprinkles were our only contact with the deluge that continually pursued.

Upon reaching the historic gold-rush town of Placerville the sky between us and the valley had begun to open. Sunshine poured down in a golden flood. But we were not to be fooled again on this trip. Home was 350 miles away. We headed for it.

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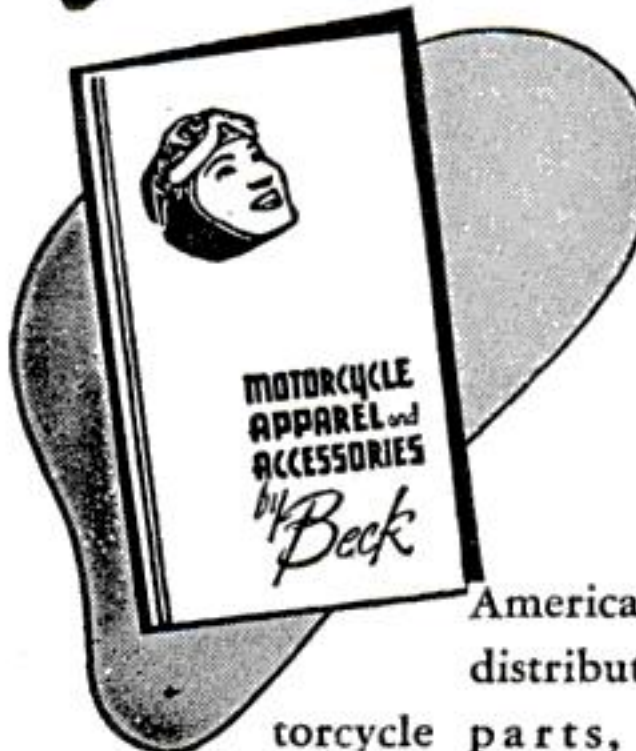
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Salem Company Calls For More Activity — They Love It!

The sport minded members of the Salem County MC of Elmer, New Jersey, have been busy offering their services to their community during the past several months which is paying off for the sport of motorcycling.

Marge Biddle of their club, wearing her Motor Maid uniform lead the annual Alleyway Halloween Parade riding her Triumph Tiger before an estimated crowd of 12,000 people that lined the streets for the affair.

Six of their club members have been deputized by the Township Committee as Special Officers and did their part during the parade being stationed along the parade route to keep the big crowd back so the floats, bands, etc. could get through.

The members deputized were Carl Hoyt, Rollie Carlson, Jack Powers, Noel Russell, Robert Bennett and Don Carlson who were kept busy before and after the parade directing traffic.

The parade officials were grateful for their fine help and people in their community are beginning to respect motorcyclists there of late.

But keeping the old spirit of motorcycling hopping in the New Jersey area the club sponsored the first Hare and Hound there since 1946.

The fast jumping hare in the form of Ernie Biddle and Jack Powers hanging on to a suitable 61 Harley-Davidson sidehack rig lead a pack of hungry looking hounds, who looked like they wouldn't thrive on tea parties and golf links very long, down through the South Jersey bad lands consisting of water holes, brush piles, sandy

woods roads, and what have you, only to be caught around the 40 mile mark.

Kenny Spigelmyer riding a Triumph 110 was first to catch the hare, with Hap Volkmar on a Harley-Davidson second and Dave Snyder was third to go by on a BSA Gold Star.

After the run back at the club house where they munched on donuts and hot coffee the bench talk going around indicated that they really enjoyed the event.

Lucille Russell, secretary, says, "This first-business in Salem Co. Club has got the local clubs going. One club followed up with a field meet. Now we hear rumors of a hare and hound, and of all things a December field meet in this section, we hope. That's what we want, activity, we love it! Come on South Jersey Clubs, let's get going.

All In Favor Of A Sunny Day

Under a beautiful sky of sunshine, with the temperature a comfortable 55 degrees riders oiled up their connecting rods for the second annual "Connecting Rod Derby" and journeyed to Rock Island, Illinois, for the Tri-City Motorcycle Club's AMA sanctioned event.

According to John Powers, secretary of the club the weather was a little unusual for those parts in the middle of November, but nevertheless was more than welcome by everyone attending.

Forty-nine contestants left the starting line in hopes of taking home one of the 18 beautiful trophies to be awarded the winners.

The run, 118.5 miles, covered just about every type of terrain to make a good and interesting endurance run, including sand

trails, fields, woods, creeks, etc., with the schedule changing from 30 mph to 24 mph and back to 30 mph.

Roger Soderstrom from Bloomington, Illinois, keeping in shape for the coming racing season proved he had as much ability at riding the rough stuff as he has on the tracks by taking high point trophy on a Harley-Davidson K with top score of 984 points.

RESULTS

Connecting Rod Derby

WINNER

Roger Soderstrom, Bloomington, Ill. H-D 984
CLASS A MEDIUMWEIGHT

Position	Name	City-State	Machine	Score
1.	Rex Benson	Reynolds, Ill.	IND	974
2.	Beinie Slach	Canton, Ill.	H-D	962
3.	Howard Wallace	Henry, Ill.	BSA	944

CLASS B MEDIUMWEIGHT

1.	Ronnie Scalf	Canton, Ill.	BSA	853
2.	Henry Tober	Muscatine, Ia.	H-D	853
3.	Charles Porter	Rock Island, Ill.	ARIEL	793

CLASS A&B HEAVYWEIGHT

1.	Wally Bruegman	Galva, Ill.	H-D	952
2.	Glenn Washburn	Rock Island, Ill.	BMW	897
3.	Duane Housley	Davenport, Ia.	H-D	866

CLASS A LIGHTWEIGHT

1.	Vern Stufflebeam	Lewistown, Ill.	H-D	974
2.	Eugene Knuth	Bloomington, Ill.	H-D	960
3.	Carl Teutsch	Normal, Ill.	H-D	940

CLASS B LIGHTWEIGHT

1.	Charles Evans	Muscatine, Ia.	H-D	753
2.	Harold Templeman	Davenport, Ia.	H-D	715
3.	Bob Boot	Davenport, Ia.	H-D	675

CLASS A&B SIDECAR

1.	Wayne Pierce	DeKalk, Ill.	H-D	815
	Pass. Ralph Johnson	DeKalk, Ill.		
2.	Bruce Walters	Peoria, Ill.	H-D	788
	Pass. Bob Walters	Peoria, Ill.		
3.	Wendell Loy	Green Rock, Ill.	H-D	700
	Pass. Vernard Timbrook	Green Rock, Ill.		

Illiana Gets Top Billing

Sunday, November 21st, the Illiana Lucky Wheels MC held its 2nd annual closed-club turkey run starting at the Harley-Davidson Dealer in Hammond, Indiana, and finishing at their club room on the Illiana Speedway Grounds.

Radio Station WJOB of Hammond had Mr. Jack Highberger cover this event with a tape recorder at the starting line and many of the members were interviewed by this traveling sports reporter. He also was set up at the finish getting all the winners to say a few words, and getting their views on the run. This tape recording was used on the usual Stations Sports Report Time, Monday, November 22nd, at 5:45 to 6:00 p.m.

Illiana is trying hard to make motorcycling just as important in the sport news as baseball and football are and up to this date Hammond, Indiana, and the Calumet Region is showing interest. So, read the AMERICAN MOTORCYCLING MAGAZINE and keep up with the progress that is being made with motorcycling by the Illiana MC.

Jim Conrad was top man in the run riding in the solo class with 995½ points for second, and third went to Max Price with a score of 986 points.

In the couple class Don Oldfield and Shirley Lanz were first with 991½ points. Ben and Pat Larimer were second with 991 and third place went to Chester and Louise Lewis with 988 points. Two 25 lb. turkeys and 9 trophies were awarded to the winners.



Jim Conrad (left), first place solo winner with his turkey and trophy; Jack Highberger, Radio Station WJOB traveling sports reporter and Don Oldfield with Shirley Lanz, first place winners in the couple class.

Sisemore Wins His First Turkey The Hardway

Jesse Sisemore, one of two entries riding double in a field of 33 starters, took home the top trophy plus a 30 lb. turkey when he won the first annual Canadian River Turkey Run sponsored by the Amarillo MC of Amarillo, Texas.

Sisemore and his buddy seat passenger, Earl Anderson, covered the 80-mile run in two hours and fifty-four minutes, missing only one of the well-hidden 30 check points.

The 80-mile run covered 30 rugged miles of mud, quicksand, saltcedars, water, and bear grass, plus 50 miles of poorly maintained ranch roads.

On a fully equipped Harley-Davidson 74, Sisemore, an Amarillo high school lad and his passenger were riding for the first time in this type of competition to beat many experienced enduro riders from Amarillo, Pampa, Borger, Tubback, Phillips, and Roswell, New Mexico.

Bobby Cealy riding a Harley-Davidson 165 took Lightweight honors followed by Billy Johnson on another 165 and Gary Wise on a Triumph Cub for second and third respectively.

Mediumweight honors went to Indian rider Carl Koen with Pee Wee Fry second on a Royal Enfield and third place going to Eldon Beer on a Harley-Davidson.

The first three places in the Heavyweight class went to Harley-Davidson riders Bobby Johnson, J. R. McHone, and Walt Pinkert, respectively.

Gee Adds Jackson's Sad Iron To Collection

Columbus' Joe Gee, who probably has ridden more and won more trophies than any other enduro rider in Ohio, showed his mastery at riding the woods, hills, and mud trails of Jackson County, was awarded the old hand iron for the second time in history of the popular annual event in the hills of Southern Ohio. The traditional old antique award goes to the winner of the Apple MC's "Annual Sad Iron Run" held each year in the little city of Jackson, known for its annual Apple Festival.

Riding a Triumph in one of the best runs ever laid out by the Jackson crew his score of 997, just three points off the perfect mark was only one point better than his former stablemate dirt track star, Lou (Shutterbug Repairman) Atkinson, from the Capital City, as he scored a total of 996 points on an Indian for first place trophy in class A solo.

Clarence Wise from Zanesville was the best "B" rider out of the more than 50 entries as he rode a Matchless to his first win of the year with a score of 975 points in the B solo class, while his home-town buddy, Tom Grear, copped the class A



Jesse Sisemore

lightweight trophy on a Zundapp with 995 points.

Little fat boy, P. G. Weilbacher, member of the Golden Arrow MC in Columbus, Ohio, finally got lucky and won his first trophy in class B lightweight on a Dot with a score of 984 points. It was rumored that all of his competition had trouble or he would still be looking for his first trophy.

Pathfinders Bill Bowman, Kenny Lorbach, good ole Steve and the rest of the Jackson crew worked hard and had a wonderful run, including route cards, markers and the meal at Bunny's Restaurant. The riders missed those wonderful apples this year as prizes for second, third and fourth places, but they still got a big hand for a wonderful run.

Fresno Riders Win Despite Bad Breaks

Where ever there's an event you'll always find a few of the Fresno gang around and the Stockton mile races were no exception as a few of their members were spotted in attendance.

A few comments were heard when they attended the Kings County MC Poker Run. It seems Les Cline went flying up a steep hill and was a bit skeptical about riding down. Looking the hill over he spied other cyclists taking the easy way going around the mountain. You could hear him grumble, "there should be a box of cards on top of this hill to fool those so and so's!" After Ed Summer had his usual run of bad luck with a flat tire some one said, "why doesn't he buy a new tire."

Wayne Sumner had a little trouble too, broke his frame, had it welded and finished before the dead line.

Seemed like it wasn't their turn to win at Poker, not even the gals. Verna Smith had a little accident, but being a good sport,

picked her bike up and sighed, "now that I fell off, I feel better." Thelma Riley hit a rock and bruised her foot but they all enjoyed the event.

After all the tough luck, their club was awarded the trophy for the largest group entering and walked off with the first two-place trophies and Myrtle Sumner won the low-ball trophy for the pavement run. Boy! That's the luck of the Irish.

They've been in attendance at the Valley Poker Run, enjoyed the Fresno Cyclettes Poker Run, and had a club run to Orange Cove for the Sierra Trials timed Endurance run, and by the way, winning their share of the awards.

The gals were out for a Sunday ride, when the motor of Gladys Vawters started to backfire and stopped. They pushed and cranked, and pushed and cranked some more to no avail. Finally another cyclist came along and they found to their amazement she only had one gas line leading from the one side which was empty, the other side was full. After the gas was transferred they were off, a bit wiser but weaker.

Congratulations go to the newly weds—Mr. & Mrs. Wayne Sumner.

They've been enjoying movies and refreshments, after club meetings, gives them a chance to gab before going home.

Last we heard Bob Hamilton was a busy boy getting their turkey run finished.

McCormack Appoints Riedel To Represent Triumph Sales

Mr. Herman Riedel, well known throughout the motorcycle world, has been appointed sales representative, of the Triumph Corporation. The announcement was made by Mr. Denis McCormack, president of the concern. As a new member of the sales force, Mr. Riedel will operate in the Eastern half of the United States.

Mr. Riedel has been with various major motorcycle firms for years, as well as with General Motors. His home at the time of his appointment to the Triumph sales staff was in California.

Herman Riedel



Hartford Times And Hartford Courant Donate Trophies For Annual Sky View Run

At Warehouse Point, Conn., October 17th, 78 riders took advantage of a beautiful sunny day, and entered the second Annual Sky View Run sponsored by the Connecticut Ramblers. Nat Ryland rode the entire 101 miles of scenic Connecticut roads with the loss of only 7 points, and was awarded the Hartford Times Trophy. Jim Barrett of West Springfield took second with 991 points. Frances Jordon equalled Rylands' score and won the womens class while Marjorie Howard salvaged 964 for second. Frances is from East Hartford, and Marjorie out of Milford. Marjorie rode up with 12 more of their club members and the trophy to the club entering the most riders went to the Milford Club.

The Hartford Courant, another leading Connecticut newspaper donated a trophy to be given in one of the events and this was won by Frank Degray of Windsor in the double riders class. Art Jannsen of Hartford was second in this division.

Starting at 11:01, referee Joe Fiore sent one rider off each minute until all 78 were on the trail. They were checked at 6 different points along the course by men appointed by Chief Checker Bill Bright and were finally checked in at No. 1 Warehouse Point Fire Department by Gene Avery in the afternoon. Here donuts, coffee, hot dogs and soda were dispensed by the refreshment committee headed by Ann Avery.

Policing was ably handled by Kurt Juttner and Ed McCan. Next year the Connecticut Ramblers' will be aiming at starting 100 entries.

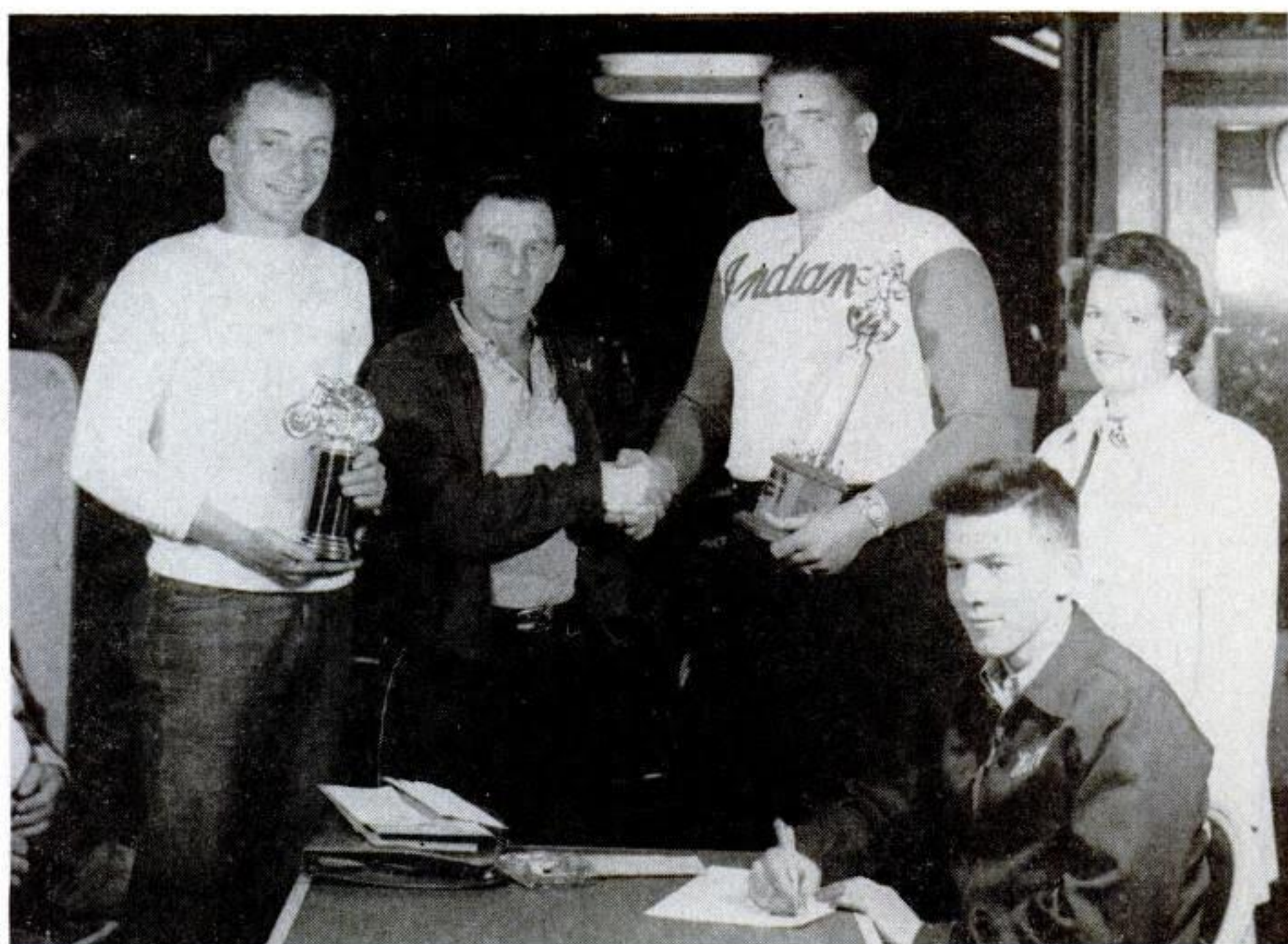
Dick Conklin Wins Halloween Classic

Riding a superbly calculated schedule, through a total of no less than thirteen checking stations in 116 miles, Dick Conklin just managed to hold off Jack Fitch, John McLoughlin and Ranny Bynoe, by a total of 36 seconds to win the coveted "Regpink" high score award in the 35th annual running of the "Halloween Classic."

Dick's variation of 1 second at the emergency check has still left the heads wagging. Henry Slegers with a score of 999 points dropped 4 seconds at the emergency check, giving him the win in the passenger class.

In the Class "B" contest, Frank Campbell was high man with 997 points. The highest score for a lady contestant was won by Leslie Pink, who racked up a total of 998 points, which was also good enough to rate 5th place in Class "A". Just think of it, the nine highest scores in the run separated by just 2 points and 46 seconds at the emergency check.

All forty-eight contestants acclaimed the



Connecticut Ramblers' president Kurt Juttner congratulates Nat Ryland who was presented the Hartford Times Trophy for placing first in the men's solo division in the 100-mile Sky View Run. Frank DeGray, right, holds the Beck trophy he won in the double riders' class. Showing her approval of the results is Mrs. Ryland and seated is club secretary Bill Cushman.

course as tops, with timing and mileage dead on throughout, but those four 1000 point scores. And that 1 second variation of Dick Conklin's—wow. In fact double wow. That happens just about once in a lifetime.

The Suffolk County Motorcycle Club Team (Richard Conklin, Gene Baron, Tom Ketcham) racked up a total of 2988 points for the Metropolitan Harley-Davidson Dealers Association Team Award, and the AMA award for the Best Club Participation was awarded to the South Shore Motorcycle Club.

RESULTS HALLOWEEN CLASSIC

CLASS "A" EXPERT SOLO CLASS					
Position	Name	City-State	Machine	Score	
1.	Dick Conklin,	Roosevelt, N. Y.	H-D	1000	
2.	Jack Fitch,	Whippany, N. J.	BSA	1000	
3.	John McLoughlin,	Woodhaven, N. Y.	DOT	1000	
4.	Ranny Bynoe,	Amityville, N. Y.	TRI	1000	
CLASS "B" NOVICE SOLO CLASS					
1.	Frank Campbell,	Wantagh, N. Y.	MATCH	997	
2.	B. C. Waldron,	Ringwood, N. J.	H-D	994	
3.	Bob Springer,	Levittown, N. Y.	MATCH	991	
4.	Paul Darius,	Amityville, N. Y.	TRI	989	
PASSENGER AND SIDECAR					
1.	Henry Slegers,	Little Falls, N. J.	BMW	999	
	Ed Gallagher,	Hawthorne, N. J.			
2.	Tom Ketcham,	Copague, N. Y.	H-D	999	
	Eileen Ketcham,	Copague, N. Y.			
3.	Joe Kastner,	Bronx, N. Y.	H-D	998	
	Marion Kastner,	Bronx, N. Y.			
4.	"Wink" Butz,	Huntington, N. Y.	H-D	998	
	Joan Jewell,	Elmhurst, N. Y.			

They Had A Good Time Win, Lose Or Draw

Sunday, November 14, saw the third running of the Annual Garboon Derby sponsored by the Rockford MC of Rockford, Illinois.

The weather was perfect for their endur-

ance run with the temperature in the 50's and not a cloud in the sky. They figure this was a determining factor in the good turn out they had, having a total of 61 entries.

Thirty of the 61 riders finished the run and made all the checks that were laid out by Robert Kegel and Bruce Heath.

The course took the riders over a number of obstacles such as heart-break-hill, the in-human jungle, and a few creek crossings.

At the finish, where a banquet was held and the trophies and other prizes awarded, it was evident that all the riders enjoyed the run win, lose or draw.

After the scores were all tallied the winner was Ed Maffie from Rockford, riding a Harley-Davidson 74 OHV with a score of 983 points, for the Grand Sweepstakes award.

Rockford, Illinois' riders took the first three places in the heavyweight class with Leo Knox on an Ariel Square Four with 982 points, first, Charlie Mead on a Harley-Davidson 74 with 957 points, second, and Ed Vetterneck on another Harley-Davidson 74, third with 938 points.

Bill Nadler from Elgin on a Harley-Davidson KR topped the mediumweight class with 980 points; followed by Glen Gilbertson another Rockford rider on a Harley-Davidson KK with 970 points. Third place went to Wisconsin's Clint Atkinson from Lancaster on a Harley-Davidson scoring 965 points.

Russell Higgins another Wisconsin rider on a Harley-Davidson 165 almost took high point back to his home town of Kenosha winning the lightweight class with a score of 982 points.

Hap Jones New West Coast Norton Distributor

The Norton, one of Great Britain's most popular motorcycles has been placed in the hands of Hap Jones, 235 Valencia Street, San Francisco, as the West Coast distributor, according to C. Gilbert Smith, managing director of Norton Motors Limited.

Jones, a former National Champion rider, has been in the motorcycle business in San Francisco since 1933. Prior to this he operated a bicycle rental shop near the entrance to Golden Gate Park, but his love for motorcycles soon grew into a full fledged business and he is now the distributor for several motorcycle parts and accessories.

Jones first visited the Norton factory in 1948, while attending the motorcycle races in England. His interest in the famous machine was aroused and when he visited England this spring he once again visited the motorcycle plant. After a conference, Smith agreed to export the Nortons to Jones for distribution in Washington, Oregon and California.

The Hap Jones Company will handle at least six different 1955 models of the Norton line. Included in that list are the models 30 and 40, the famous "Internationals" that are so popular in Great Britain; the ES-2 with "swinging arm" spring frame; the model 7-twin which has the same type frame and the Model 88, which is known as the "Feather-Bed Twin."



Loren A. "Hap" Jones, exclusive West Coast distributor of the Norton motorcycle, takes his first look at the 1955 model of the famous British machine. The Hap Jones Company will be responsible for distribution in Washington, Oregon and California.

President Eisenhower To Get Invitation To World's Greatest Gypsy Tour and 100 Miler

We have just learned that as early as a month ago preparations were being made for this year's 100-mile National Championship Road Race, and the world's greatest gypsy tour to be held June 17, 18, and 19, at the famous Belknap Recreation Area, in Laconia, N. H.

During the most recent meeting of the promotion officials at the office of the Laconia Chamber of Commerce, William Schietinger, chairman of the New England Dealers Assn., Jack Ruddy, executive secretary, Wiers Beach Area Chamber of Commerce; Al Neill, executive secretary of Laconia Chamber of Commerce; Roayl C. Van Etten, Jr., May-June recreational chairman for the Laconia Chamber; and Fritzie Baer, Belknap Area manager learned that the nation's chief executive will be in New Hampshire during the country's largest motorcycle gathering to attend an anniversary of the Great Stone Face in Franconia Notch. The committee is going all out to have the President attend the greatest motorcycle gathering in the world.

This year's 35th annual New England Gypsy Tour and 100-Mile National Championship Road Race promises to be the biggest in its history and one that will top all others for several years to come.

Last year's attendance of close to 20,000 exceeded all previous marks and with Laconia going all out for the occasion with the entire town to be decorated, and one of the finest programs in the making, the motorcycle fraternity across-the-nation will receive much publicity and a record attend-

ance of probably more than 30,000 motorcyclists is expected.

Plan now to spend your vacation at this world famous motorcycle gathering and show the nation's chief executive, President Eisenhower, that motorcycling has the greatest sportsmen and is the greatest sport in the world.

Macon Cyclists Raise Money To Help Save Child's Life

The Middle Georgia Motorcycle Club, let their hearts dictate their activities for October, spending much of their time organizing a benefit "thrill show" which was presented at Motorbowl Speedway, Sunday afternoon, October 24th, for Macon's Little Benny Long, a critically ill infant whose family has depleted its savings paying for lengthy hospitalization and complicated surgery.

Little Benny is a 10-months-old Macon boy who is in an Atlanta hospital facing a crucial operation which will decide whether he lives to see Christmas.

He has already undergone several operations in a Macon hospital and two in Atlanta, but his chances are still slight. Doctors say he will not survive at all without another operation, and then, his chance is at best one in four.

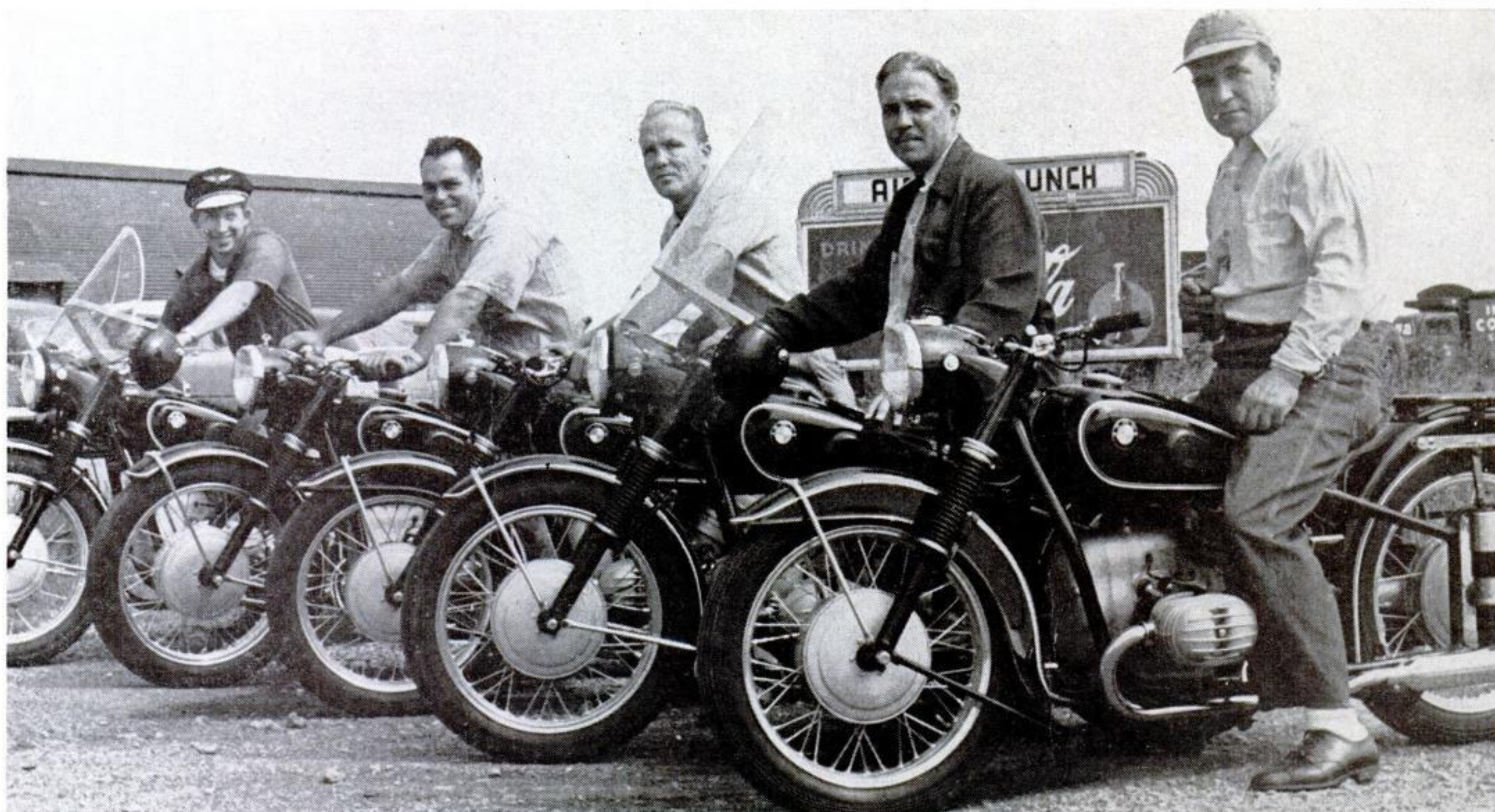
He is suffering from a chronic disease in which pressure on his veins cause a loss of blood into his intestinal tract.

Club members Estelle and Cecil King suggested the project and carried it through to a successful conclusion, enlisting the aid of all Middle Georgia Club members as well as a former professional thrill show performer, and securing the backing of five Macon businesses, Macon Iron and Paper

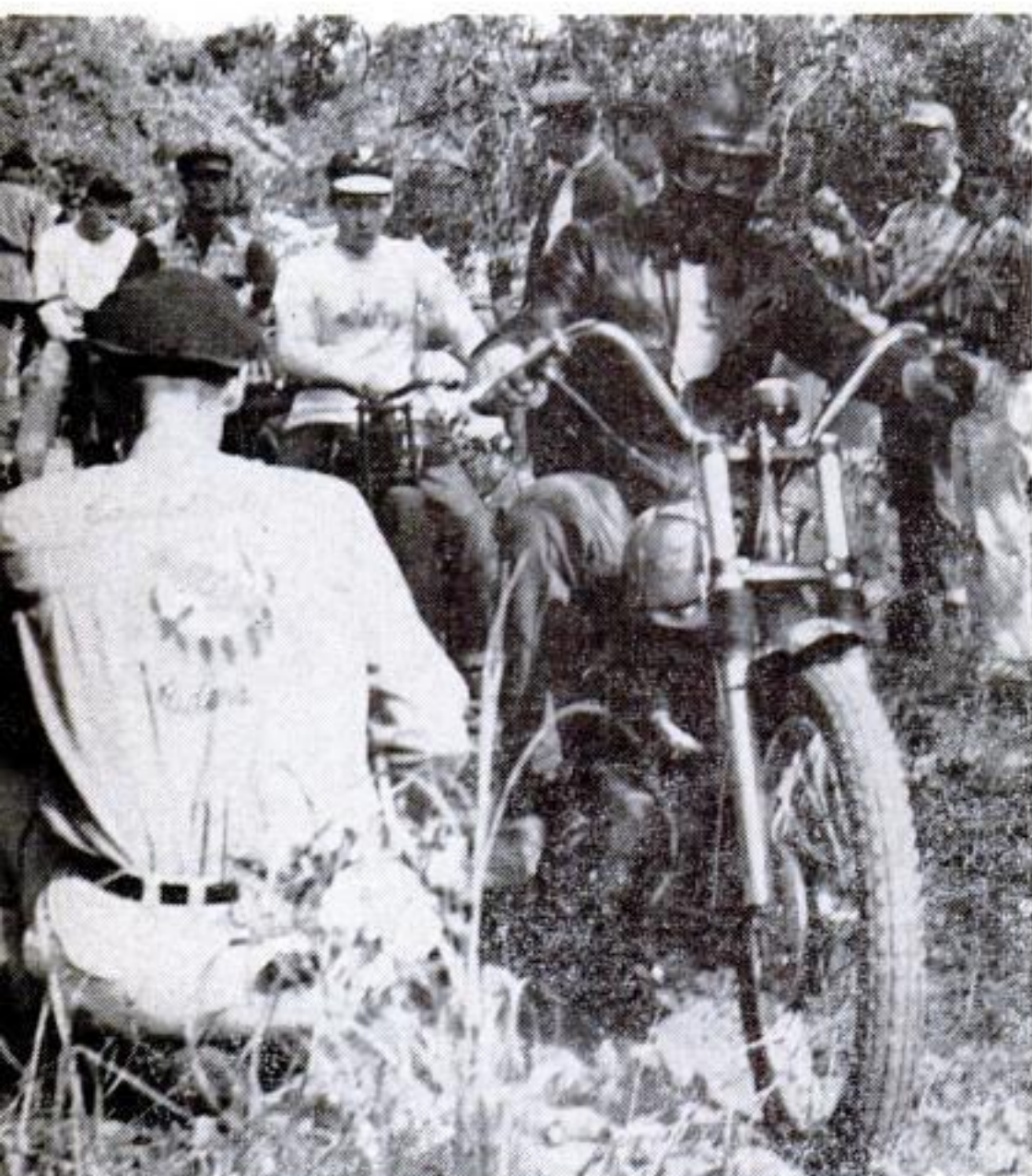
Stock Company, Al Cooper signs, Taylor Construction Company, Browning Motors, and Bibb Neon Sign Company. The board wall used in the flaming wall crash stood in a downtown park for two days, bedecked with clippings and a placard explaining how it was to be used—and, incidentally, giving motorcycles and motorcyclists a good "plug" for their welfare work. This is rated as their most outstanding welfare project of this year.



Pictured above is the late Guy Gilpatrick wearing a crash helmet used by flyers and riders prior to World War I. This helmet was originally purchased from a motorcycle dealer. If anyone knows where a helmet of this type may be obtained contact: Paul Edward Garber, Head Curator, National Air Museum, Smithsonian Institution, Washington 25, D. C.



Enjoying a Sunday afternoon's ride at Ravenswood Airport are these BMW mounted cyclists. Left to right; Roy Crawford, Chicago BMW-NSU dealer Mike Abt, Bill McMillan, Don Barber and Gehardt Schmidt. The photo is through the courtesy of Dick Bettencourt who recently paid a visit to American Motorcycling while on his trip to New York. Dick is a representative for Butler & Smith, distributor of BMW and NSU motorcycles.



A few action shots from the annual Fall Figure 8 Enduro put on by the Capitol City Riders MC of Oklahoma City. This course is through trees, deep gullies, section lines and country roads. There are three secret checks and a brake check which add to the interest as a rider loses a point for each foot over the line. Above: starter John Barry (back to camera) is checking out the first rider Tommy Gunter (38) of Oklahoma City. Right: Bob Pieper of Corpus Christi, Texas, comes up and out of the river bottom with both wheels off the ground. On the far right is David Gunter of Corpus Christi, Texas, putting his Triumph Trophy through the paces and is shifting a little dirt in the process. Photos by Boyd Reynolds.

Views

IN THE NEWS

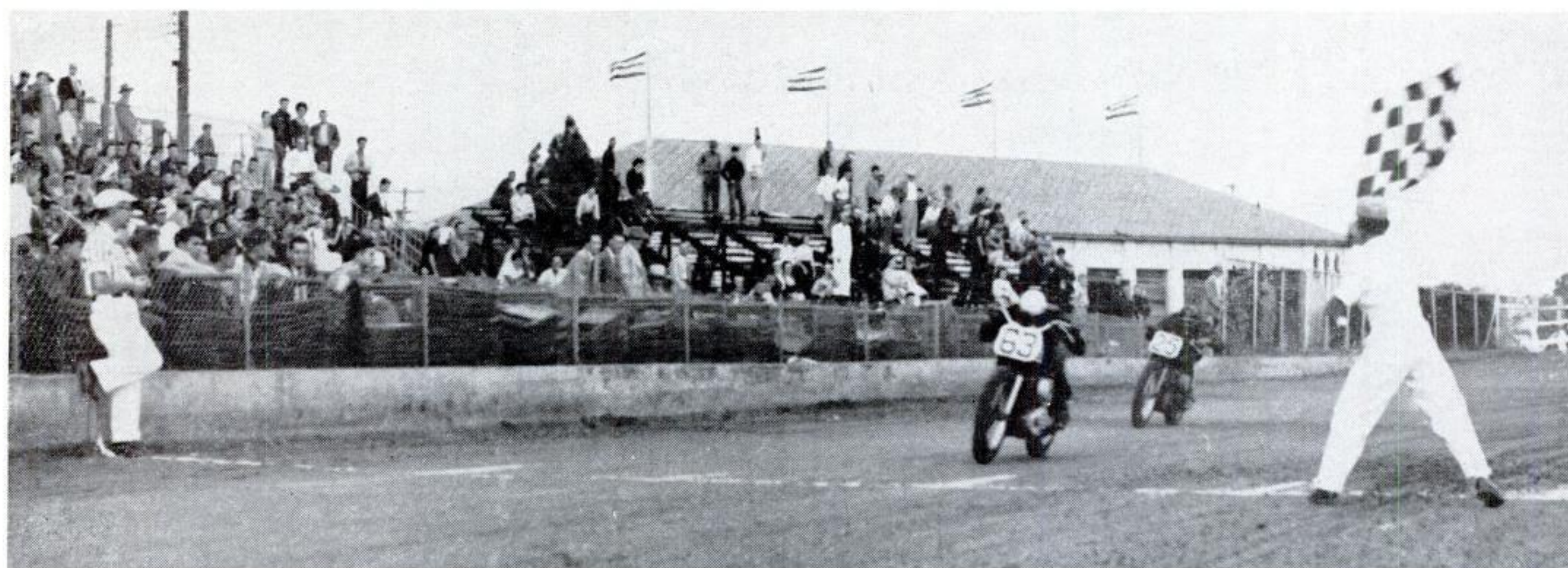
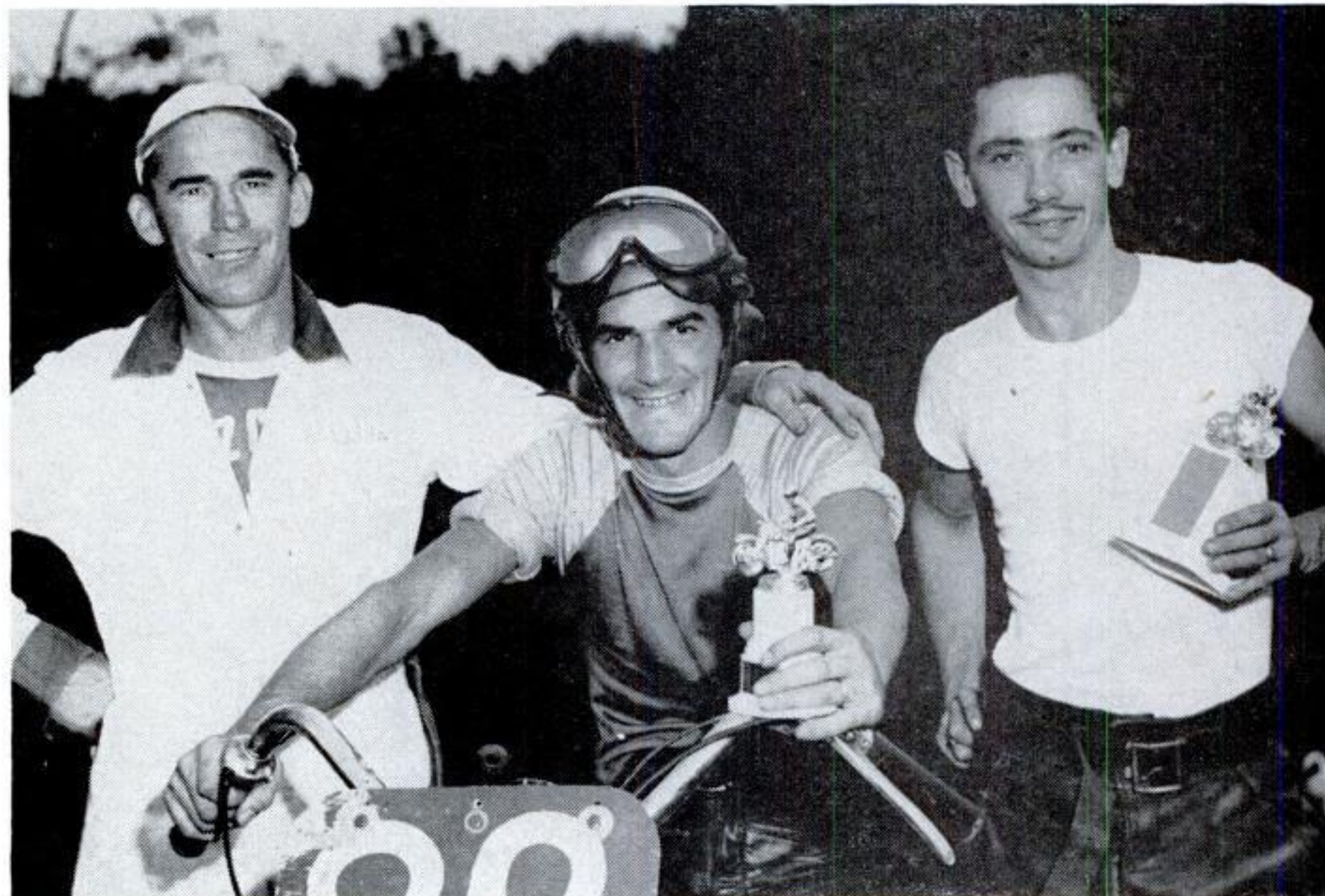




Harley-Davidson dealer Fred C. Olsen, owner of the Montana Cycle and Supply, Billings, Montana, had the above display in conjunction with the "Billings Better Home Show" Exhibit. The feminine touch was added by members of the Billings MC. Left to right Lucille Kidd, La Vonne Price, Joy Statham, Evelyn Straight and Marie Howard.



Gerald Givens (34), Triumph Dealer at Norfolk, Va., and member of the AMA Competition Committee, is having a nip-n-tuck duel with Jack Chester (23C) of Washington, during the TT race held at Winchester, Va. At right; Mechanic "Spider" French, Novice winner Jim Rorrer and Amateur winner "Seed" Hedgecock pose with their trophies. Photos by Mercer.



Tommy Byars (63) of Beaumont, Texas, barrels his Harley-Davidson across the finish line only a few short feet ahead of Everett Brashear (25) of Lake Charles, La., to win the Southwest Championship Race held at Shreveport, La. Referee Barney Barker, foot on rail, leisurely watches the battle as starter Fred Boatright waves the checkers. Photo by Boyd Reynolds.

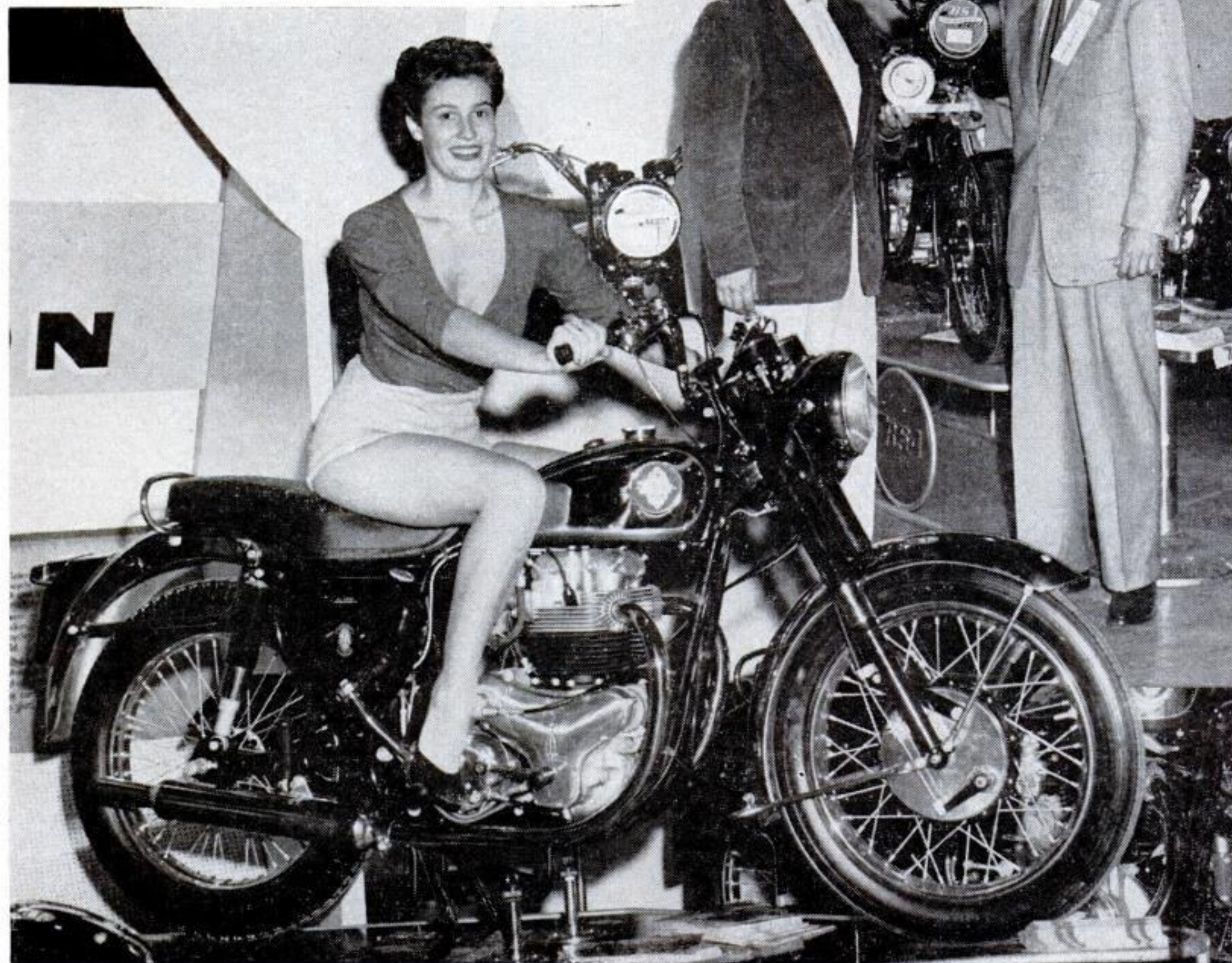


Down boy! Too much throttle at one of the vantage points where spectators saw plenty of action in the Athens MC's Annual Milk Run. Here they watch Jim Moore of Lancaster, Ohio, riding his first endurance run, trying to tame his Triumph that's making like unicycle as he tops a steep creek bank not visible in photo. Many of the other riders found themselves on the seat of their pants here. In foreground Don Burnside of Oak Hill, Ohio, fourth in "A" solo heads for check on Triumph. Shutterbug Photo by Rudy Gee.



Bud Sage, winner of the rugged 100-mile San Gabriel Hare and Hound is pictured astride his Harley-Davidson KH in front of dealer Rich Budelier's store in Los Angeles, California.

On the right the BSA Exhibit at the 1954 International Motor Revue and Motorama held at Los Angeles received the award for the best commercial exhibit of the show. J. R. "Boots" Curtis, Hap Alzina field representative, receives trophy from Mr. Burke of the show management. Mr. Underwood of Le Bard and Underwood, Los Angeles BSA dealers, looks on with approval.



"Miss BSA" of 1955 adds her charms to a fine display by posing on the gleaming 1955 BSA Road Rocket. Sorry fellows the beautiful Miss doesn't go with the cycle.

Shackelford Wins Bower City Meet

The Bower City Riders up in the Dairyland taking advantage of the last good days of fall weather, held a field meet in their home town of Janesville.

Harold Taylor had the boys jumping from start to finish in the tricky events that included a stake race, dig race, up-hill races, plank ride, coasting down hill race, and a slow race down hill that turned out to be a fun-filled event for all with plenty of thrills.

Top honors went to F. W. Shackelford on a Triumph followed by Jack McVlair, on a Triumph, second; Slatter Pribble on an Ariel, third; R. L. Patterson toured the course on an AJS for fourth and Herb Simmons rode an Indian to fifth place.

Two weeks later the temperature had dropped to the freezing zone for their Lime Run, but despite the cold plenty of riders signed up for the 31 mile event with 10 hidden checks.

The run laid out by F. W. Shackelford was won by Slatter Pribble on an Ariel; Gil Birkholz, second, Triumph; Dave Nitz, third, Triumph; Bob Smith, fourth, Harley-Davidson; Bill Gritzman, fifth, Triumph; R. L. Patterson sixth, Norton; M. Crowshaw seventh, Zundapp.

Doris Godwin Leads TGR's In Activity Contest

During the last Round Up down Texas way, we learn the Texas Girl Riders have had a busy '54 season participating in all sorts of field events, enduros and reliability runs, and taking their share of the trophies too.

Leading the TGR's activity contest at the present time for the 1954-55 season is Doris Godwin, with 26 points followed by their president Helen McKinzie, with

24. Following the top two in the contest with points are Elaine Reeve, 18; Virginia McDonald, 14; Agnes Bochat, 14; Arline (Ingram) Eberheart, 14; Carolyn Henry, 12; Bobby Jenkins, 12; Martha Foster, 10; Marie Schumann, 8; Billie Loda, 8; Rowena Webb, 8; Joana Bochat, 8; Sue Stubblefield, 6; Fern Henry, 4; Thelma (Ye Ed) Parker, 4; Dorothea Cain, 4; Irene Moore, 2; Helen Earnhardt, 2; Bea Pierce, 2; and Mildred Myers, 2.

Welcomed into their organization are these new members; Nadine Marthiljohni, Victoria, Betty Lloyd, San Antonio, Faye Sanders, Corpus Christi, Gloria Bowden, Robstown, Evelyn Gentry, Temple, and Mildred Krumm, Austin.

It was wedding bells in October for Arline Ingram as she became the bride of Jerry Eberheart in San Antonio.

Also, the stork was getting around leaving Gary Paul to Dorothea and Bill Cain, of Borger; Tamera Lee blessed the home of Dorothy-Darwell Stowe, and Timothy Brooks to Fern and Jay Henry.

Ye Ed, Thelma Parker, and hubby Jim spent a wonderful three-months vacation up in the Pacific Northwest. Thelma wrote all about their vacation in the Round Up and come next Get-Together she's going to show pictures taken on the trip.

Cyclists Take Time To Say Thanks

Up in the beautiful New England States the motorcyclists have gone all out to get the publics favorable opinion for the sport of motorcycling, and are getting it in more ways than one.

Especially around the City of Meriden, Connecticut, where the cyclists have found a sports writer by the name of Frank R. Corkin, Jr., who writes the sports column

"Frankly Speaking" in the Meriden Journal. He has devoted a lot of his writing to the sport of motorcycling to help further the cause of good relations between the public and motorcyclists.

In one of his most recent articles he devoted his entire column to motorcycling, writing about the championship Enduro held there Nov. 7.

In reading his article one would believe that he has been a motorcyclists all his life. I'm not sure but what he didn't ride the run as the account was complete in every detail and is an extremely interesting article.

His article appeared in the Tuesday, November 9, 1954 edition of the Meriden Journal, Meriden, Connecticut, running the entire length of the paper, four inches wide and included a picture of the champion.

In appreciation of his efforts to help further the sport of motorcycling, the Meriden Motorcycle Club of that city presented him with a gift not long ago for a similar article, and are going to give him a trophy, suitably engraved with a motorcycle on top.

According to Bert Hill who sent us the article he wrote a short note in his column when he received the gift, Quote, ". . . MOST APPRECIATIVE GROUP THIS WRITER HAS MET IN ABOUT SIX YEARS OF TYPING IS THE MERIDEN MOTORCYCLE CLUB, OTHER GROUPS TAKE PUBLICITY FOR GRANTED: THE CYCLISTS TAKE TIME TO SAY THANKS" . . . Unquote.

In recognition of his efforts in boosting the sport of motorcycling, we here at AMERICAN MOTORCYCLING and the American Motorcycle Association would like to convey our sincere thanks to Sports Writer Frank R. Corkin, Jr., and the Meriden Journal of Meriden, Connecticut.—Ed.

Burton Tops Climbers At Washington Event

The enthusiastic sportsmen hillclimbers turned out to support the National Capital MC's last Sportsman Hillclimb of the season in Washington, D.C., with Harold Burton over the top of the 275 foot hill for top honors with the fastest time of the day riding a BSA Road Rocket, stopping the watches with a time of 5.70 seconds.

Following are the winners in each class:

LIGHTWEIGHT CLASS		A-500cc CLASS	
1. Harold Burton	BSA	1. Bee Bee Smith	IND
2. Bob Nestor	IND	2. Bob Rudy	BSA
3. Joe Morris	IND	3. Bill Cooper	TRI
B-500 CLASS		A-600cc CLASS	
1. Don Wolfe	TRI	1. Bill Blalock	BSA
2. Earl Kellerman	H-D	2. Jimmy Hayes	TRI
3. Don Weyandt	TRI	3. Tom Kelly	TRI
B-600 CLASS		A-1000cc CLASS	
1. Hugh McKennie	BSA	1. Bill Sontag	H-D
2. Dennis Holidayoke	TRI	2. Herb Reiber	IND
3. Bill Carper	TRI		
B-1000cc CLASS			
1. Fred White	H-D		
2. Lyle Wilkins	H-D		
3. Smokey Hoagland	H-D		



Trophy winners at the Sportsman Hillclimb were left to right: Herb Reiber (Ind), second, 1000cc Class; B. B. Smith (Ind), first, 500 "A" class; Bob Nestor (Ind), second, Lightweights; Harold Burton (BSA), high score of the day; Bill Blalock (BSA), first 600 "A" class; Hugh McKinney (BSA), first, 600 "B" class; Bob Rudy (BSA), second, 500 "A" class; Jim Hayes (Tri), second, 600 "A" class; and Don Weyandt (Tri), third, 500 "B" class.

18th ANNUAL DAYTONA BEACH CLASSIC DAYTONA BEACH, FLORIDA

SCHEDULE OF EVENTS

WEDNESDAY
MARCH 9, 1955
Sportsman Hillclimb
Daytona Highlands

WEDNESDAY NIGHT
Sportsman Lightweight short
track race meet
Halifax Stadium

THURSDAY
MARCH 10, 1955
100-mile Reliability Trial
Start and finish at Official
Headquarters

THURSDAY NIGHT
3 Star Short Track Race Meet
Halifax Stadium

FRIDAY
MARCH 11, 1955
Official practice — Rider
meeting 3:00 p. m.
Recreation Building. **NIGHT**
— Trophy presentation, Civic
Auditorium

SATURDAY NIGHT
MARCH 12, 1955
Field meet — Uniform Club
contest
Halifax Stadium

SATURDAY — MARCH 12 100 MILE AMATEUR ROAD RACE

SUNDAY — MARCH 13 200 MILE NATIONAL CHAMPIONSHIP ROAD RACE ON WORLD FAMOUS BEACH AND ROAD COURSE

ADMISSION PRICES

GENERAL ADMISSION

Saturday, March 12	\$2.50
Sunday, March 13	\$3.50
Tax Included	

GANDSTAND NORTH TURN

Saturday, March 12	\$2.00
Sunday, March 13	\$3.00
Tax Included	

CENTRAL LABOR UNION

919 N. Beach St. (Official AMA Headquarters), Daytona Beach, Florida

OFFICIAL AMA Sanction Schedule

NATIONNAL CHAMPIONSHIPS

March 12-13 — 200 Mile National Championship Road Race

To be held on the famous 4.2 mile beach and race course at Daytona Beach, Fla. This year's classic promises to surpass all others. Many attractions will be available for all motorcycle enthusiasts. Trophy presentations to the Popular Girl and Man Rider, Champion Club and to the Grand National Champion, just to mention a few, and these will be highlighted by the 100-mile amateur and 200-mile expert beach races. Riders classified as amateurs in dirt track or TT may enter the 100-mile which will be run on Saturday, March 12. Those who are classified as expert in dirt track or TT may enter the 200-mile national championship event. Entry blanks for both races may be obtained from the AMA, 106 Buttles Ave., Columbus, Ohio.

- May 29** 5 Mile National Championship Dirt Track Race
(Half-mile track. Event at Richmond, Va. Entry blanks from Virginia Motorcycle Clubs, Inc., 701 West Broad St., Richmond, Va. or the AMA.)
- June 12** 10 Mile National Championship Dirt Track Race
(Half-mile track. Event at the Ohio State Fair Grounds at Columbus, Ohio. Sponsored by the Charity Newsies. Entry blanks from the AMA.)
- June 18-19** 100 Mile National Championship Road Race
(Mile course. Event at Laconia, N. H. and sponsored by the New England Motorcycle Dealers Assn. Entry blanks from the AMA or the sponsor, 18 Station St., E. Weymouth, Mass.)
- July 4** 75 Mile National Championship Road Race
(Mile and one-half track. Event at the Ford County Air Strip and sponsored by the Dodge City Motor Assn. Entry blanks from the sponsor or the AMA.)
- July 17** 50 Mile National Championship Road Race
(Event at Windber, Pa. Sponsored by Western Pennsylvania Dealers Assn. Entry blanks from sponsor, 235 Adams St., Johnstown, Pa., or the AMA.)
- July 24** 20 Mile National Championship Dirt Track Race
(Mile track. Event on the Bay Meadows track at San Mateo, Calif. Sponsored by the San Francisco MC. Entry blanks from sponsor at 2194 Folsom St., San Francisco, Calif., or the AMA.)
- Aug. 7** 8 Mile National Championship Dirt Track Race
(Half-mile track. Event on speedway at Shererville, Ind. Entry blanks from either the sponsor the Illiana Speedway, 5613 Calumet Ave., Hammond, Ind., or the AMA.)
- Aug. 14** 6 Mile National Championship Dirt Track Race
(Half-mile track. Event will be held at Sturgis, S. D. and sponsored by the Black Hills Motor Classic. Entry blanks from AMA or B. A. Barnes, Sturgis, S. D.)
- Aug. 21** 25 Mile National Championship Dirt Track Race
(Mile track. Event on the State Fair Grounds track at Springfield, Ill. Sponsored by Illinois State Fair. Entry blanks from AMA.)
- Aug. 27** 9 Mile National Championship Dirt Track Race
(Half-mile track. Event on the Wisconsin State Fair Grounds track at Milwaukee, Wis. Entry blanks from W. C. Knuth, 2491 W. Fond du Lac, Milwaukee, Wis. or the AMA.)
- Aug. 28** 15 Mile National Championship Dirt Track Race
(Mile track. Event on the DuQuoin State Fair track at

- DuQuoin, Ill. Entry blanks from J. E. Kidd, St. Nicholas Hotel, Springfield, Ill.)
- Sept. 3** 7 Mile National Championship Dirt Track Race
(Half-mile track. Event to be held on the Minnesota State Fair Grounds track in St. Paul, Minn. Entry blanks from Minnesota State Fair, D. K. Baldwin, Sec'y, St. Paul, Minn.)
- Sept. 3-4** 100 Mile National Championship Speedway Race
(Mile speedway. Event at Langhorne, Pa., and sponsored by Mid-Atlantic Motorcycle Dealers Assn. Entry blanks from AMA or the sponsor at 236 North 9th St., Reading, Pa.)
- Sept. 4-5** National Championship Endurance Run—Jack Pine
(Sponsored by the Lansing MC and starting from Lansing, Mich. Entry blanks from the sponsor at P. O. Box 1293, Lansing, Mich.)
- Sept. 5** Pikes Peak Grand Prix
(Sponsored by the Pikes Peak Hillclimb Assn. and will be held on the Pikes Peak Highway at Colorado Springs, Colo. Entry blanks from sponsor.)
- Sept. 11** 45 and 80 Cubic Inch National Championship Tourist Trophy Races
(Sponsored by the Peoria MC and held on their track at Peoria, Ill. Entry blanks from the AMA or the sponsors, 1212 S. Jefferson Ave., Peoria, Ill.)
- Oct. 9** 125 Mile National Championship Road Race
(Event at Willow Springs, Calif. Sponsored by the Southern Calif. Harley-Davidson Dealers Assn. Entry blanks from Cliff Onan, 16911 Strathern Ave., Van Nuys, Calif., or the AMA.)
- Jan. 1956** National Championship Cross Country Run
(Event sponsored by the Orange County MC, Trask and Newhope Sts., Garden Grove, Calif. Entries from sponsor.)

SHORT TRACK RACE MEETS WHERE HELD

- JANUARY**
2-1★ Hialeah MC, c/o L. W. Patrick,
2967 S W 21st St., Miami, Fla. Miami
- 16-1★ Hialeah MC, c/o L. W. Patrick,
2967 S W 21st St., Miami, Fla. Miami

ENDURANCE RUNS

- JANUARY**
1 Gopher State MC, 1821 Riverside Ave., Minneapolis, Minn.
1 Flying Gazelles MC, 1249 First St., Huntington, Ind.
1 Albuquerque MC, c/o Phyllis Pinckard,
900 N. Fourth St., Albuquerque, N. M.
2 Cavalier MC, 2424 Leavenworth, Omaha 5, Nebr.
9 Oakland MC, 1136—36th St., Oakland, Calif.
23 Hayward MC, 8130 Depot Rd., Hayward, Calif.

FEBRUARY

- 6 Gear Jammers MC, 5704 Berenice Ave., Chicago, Ill.

RELIABILITY RUNS

- JANUARY**
2 Erie MC, 114 East 11th St., Erie, Pa.

SIDECAR RELIABILITY RUN

- FEBRUARY**
6 Tri-City MC, 4017—24th St., Rock Island, Ill.

TURKEY RUNS

- JANUARY**
16 Little Rock Golden Eagle MC,
1501 E. Washington Ave., North Little Rock, Ark.

SNOW RUNS

- JANUARY**
1 Pikes Peak Comets MC,
224 E. Pikes Peak Ave., Colorado Springs, Colo.
9 Travelers MC, c/o L. Kennedy, 8940 Dorr St., Toledo, Ohio

CITY TO CITY RUN

- JANUARY**
9 Gasparilla MC, c/o Margie Melvin, 2510 West Kirby St., Tampa, Fla.

OBSERVED FIELD TRIALS

- JANUARY**
9 Columbia MC, 2370 Taylor St., Columbia, S. C.
9 Fort Sutter MC, c/o Roy T. Murray,
1428 Seventh Ave., Sacramento, Calif.

ICE RACES

- JANUARY**
23 Red Wing MC, 22968 Pleasant, St. Clair Shores, Mich.
30 Red Wing MC, 22968 Pleasant, St. Clair Shores, Mich.

There Oughta Be A Law

Down in Savannah, Georgia, the Chatham MC stretched their luck too far on the good weather they had been having during the fall season by sponsoring a doubleheader Field Meet-Race Meet for Saturday and Sunday, October 2nd and 3rd, but ole man weather caught up with them at the half way point and ruined the second half of the doubleheader.

Their field meet turned out to be a big success on Saturday with a big attendance of riders and spectators. Riders came from as far away as Jacksonville, Fla., Brunswick, Macon and Augusta, Georgia, and Charleston, South Carolina.

Royce Ashcraft from Savannah, winner of the Dig Out event piled up enough points in the other events by topping the field of riders for high point honors.

Three more Savannah riders were domin-

ant in the winners circle in the eight event program as Ralph Edwards proved to be the slowest rider of the day winning the Slow Race. Don Robinson showed he was the best ping-ponger by capturing the Ping Pong Contest while Pauline Brown was the best in the Lets Go Fishing event.

Loraine Johnson and Robert Willett both from Augusta showed their riding skill by taking two of the events. Loraine beat 'em all when she raced across the line first in the Egg and Spoon Race and Bob won his first with his skillful riding in the Obstacle Race.

E. L. Wise and Agnes Denaux both from Charleston, South Carolina, grabbed the other two events. Agnes showed some speed in taking the Grab It and Run event while Wise topped the field in the Cup Relay Race.

Sunday morning found ole Jupe to be

the winner of the race as he turned the track into a sea of mud ruining what would have been a fine race for the number of riders that were there for their last race of the season.

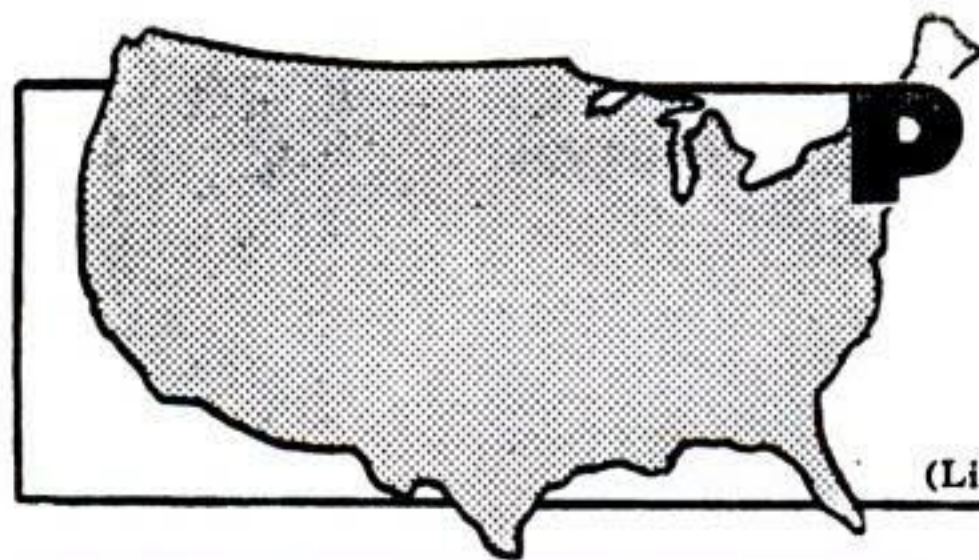
MOTORCYCLE INSURANCE

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 - Fire, Theft & Collision
 - Spectator Coverage for Races & Hillclimbs

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Chicago 3, Illinois



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(Listings are \$10 per year (12 issues) for 3 lines or less. \$5 for each additional line. All dealers welcome.)

CENTRAL NEW YORK STATE MOTORCYCLE DEALERS ASSOCIATION

John Ciccarelli, Pres. John Splittgerber, V-Pres.
Bob Fonda, Treas. Dick Tibbets, Sec'y.
Sponsors of Gypsy Tour, Caroga Lake, N. Y.

NEW YORK

ALBANY—Brownie Betar welcomes all riders to Nelson's Indian Motorcycle Sales & Service, 147 Hudson Ave. Phone 3-9635.
ALBANY—Spitzie's Motorcycle Center. Stop 12, Albany-Schenectady Road. You are always welcome!
AMSTERDAM—Bob Fonda, Indian, Vincent, Norton, Matchless, Royal Enfield Sales & Service, 31 Pine St. Phone 3938.
ROME—Dick's Harley-Davidson Co., 729 Erie Blvd., West. Open evenings and Sundays. Phone 4996.
SIDNEY—Harley-Davidson Sales and Service on New York Route 7. Phone 3874. Open evenings.
SYRACUSE—Dave's Indian & English Cycle Center. All riders welcome; drop in any time. 1628 East Erie Blvd.
SYRACUSE—In Syracuse you are welcome at Bill's Cycle Shop. Harley-Davidson Sales & Service, complete line of parts, accessories and repairing. 1005 S. State St. Phone 2-3730.
UTICA—Geo. H. Richards, Harley-Davidson Sales & Service, 209 Pearl Street. Phone 4-1613.
UTICA—John Ciccarelli—Indian Sales and Service. "Where Riders of All Makes are given Equal Hospitality and Service." 41 Genesee St.
WATERTOWN—1/2 mile north on Route 12, on Bradley Street Road. Jack's Harley-Davidson Sales & Service. RFD 4. Phone 7037.

DISTRICT 19-A HARLEY-DAVIDSON DEALERS ASSOCIATION

Sponsors of Abe Lincoln Trail Run
September 26, 1954

Chas. Saar, Pres. Russ Cowan, V-Pres.
Jake Guttridge, Sec'y. Carl Stubbs, Treas.

ILLINOIS

BLOOMINGTON—Sodie's Cycle Center, 1 block off US No. 66 on US No. 150, Bloomington, Ill. Genuine H-D Sales & Service. Stop in.
CANTON—Selkirk's Harley-Davidson Sales, 826 S. Fifth Ave. Genuine parts and accessories. All riders welcome at Jim and Betty's.
CHAMPAIGN—Cowan's Harley-Davidson Sales, 601 N. Walnut. Phone 6-4632. When in town, drop in and see us. (Russ, Hi and Bob.)
DANVILLE—Eddie Ryan, your Harley-Davidson dealer. Genuine Parts and Accessories. 314 College Street. See Kickapoo State Park.
DIXON—Delbert Guptill—Harley-Davidson Sales and Service. Genuine Parts and Accessories. 415 First Avenue.
GALESBURG—Walters Brothers H-D Motorcycle Parts, Oil, Accessories & Service. Everyone Welcome. Galesburg is on U.S. Highways 150 & 34. Stop in and see us at 55 South Chambers Street. Phone 3988-4.
JACKSONVILLE—Bill Huston Harley-Davidson Sales, 200 East Morton. All riders and makes WELCOME!
KEWANEE—Kewanee Harley-Davidson Sales, 623 N. Main. Phone 4-6661. We service all motorcycles. Riders welcome at all times.
MONMOUTH—Monmouth Harley-Davidson Sales, 612 N. Main St. Parts and Accessories. All riders welcome at Bud's.
OTTAWA—Saar Harley-Davidson Sales, 1409 Columbus St. A welcome stop. Complete line Harley-Davidson parts, accessories and service.
PARIS—Paris Harley-Davidson Sales, 301 W. Jackson. Phone 4-6201. Genuine parts and accessories. All riders cordially invited.
PEKIN—Moody Motors, Harley-Davidson Sales & Service. See the Celestial City while on your Pit Stop at 1016 South Second.
PEORIA—Walters Brothers H-D Sales, Parts, Accessories, and Service. Stop in and see us when in Peoria. All riders welcome at Bruce's place, 1212 S. Jefferson Ave.
PONTIAC—Guttridge Cyclery, Harley-Davidson Sales. Phone 3784. 302 Forest. Stop on route 116 east. All riders welcome.
QUINCY—Guttridge Harley-Davidson Sales, 939 State. Phone 6-1891. Stop when going east or west on U.S. 24. All riders welcome at Jake's.
SPRINGFIELD—Crawford Cycle Co., 300 East Adams. Harley-Davidson Sales and Service.

Metropolitan Harley-Davidson Dealers' Association of New York and New Jersey

Sponsors of
"PAUL REVERE CLASSIC"

The 24 Hour Run
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AUTUMN JAMBOREE and PICNIC
"Fun, Food and Frolic for All"

Motorcycle Activity for Active Motorcyclists

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BOUND BROOK—Harley-Davidson Sales Co., Otto W. Williams, Owner. 113 East Main Street. Phone ELliott 6-212.
CLIFTON—Arthur "Bub" Tramontin, Harley-Davidson Oil, Parts and Accessories. Sales & Service. 535 Lexington Ave., near Route 3 and 46.
ELIZABETH—Adamec Cycle Sales Co., Inc. Your exclusive Harley-Davidson Dealer. At the Elizabeth-Linden City Line on Route U.S. 1. 771-773 Edgar Road. Phone EL 2-7248.
NEWARK—Carl W. Bush Co. Repairs and Supplies. 518 Broad Street.
NORTH BERGEN—William Jacobs, 501 Hudson Boulevard at Transfer Station. For prompt service call Union 5-1807.
PARAMUS—Sheridan Cycle Sales, Inc., 51 Route 17, just north of Route 4. Phone Diamond 2-7073.
PATERSON—Frank W. Speer, Harley-Davidson Sales and Service. 554 Main Street. Parts, Oil and Accessories. All Riders Welcome!
PLAINFIELD—George L. Simon, 133 North Ave. Phone PL 6-0460.

NEW YORK

BELLEROSE 6—Pfaff Harley-Davidson Sales Company, 242-25 Braddock Avenue. Genuine Oil, Parts and Accessories. Phone Fieldstone 3-5814.
BROOKLYN—Harley-Davidson Sales and Service. Genuine Harley-Davidson oil and parts. Tokar & Co., Inc., 1180 Fulton Street, near Bedford Ave. Tel. MA. 2-2287.
BRONX—Reggie Pink, Inc., 2077 Southern Blvd. at E. 180th St. Genuine Harley-Davidson Oil, Parts and Super-Service by men with factory "know how."
FLORAL PARK, L.I.—H-D Distributors for Nassau County. Peters Bros., 329 Jericho Turnpike. Parts, accessories. Guaranteed used machines.
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